



Metro

*One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room*

Agenda - Final

Thursday, February 20, 2025

1:00 PM

Watch online: <https://boardagendas.metro.net>
Listen by phone: Dial 888-978-8818 and enter Access Code:
5647249# (English) or 7292892# (Español)

To give written or live public comment, please see the top of page 4

**Operations, Safety, and Customer Experience
Committee**

*Holly J. Mitchell, Chair
Katy Yaroslavsky, Vice Chair
James Butts
Jacquelyn Dupont-Walker
Tim Sandoval
Gloria Roberts, non-voting member*

Stephanie Wiggins, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES
(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the general public comment period, which will be held at the beginning and /or end of each meeting. Each person will be allowed to speak for one (1) minute during this General Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

CONDUCT IN THE BOARD ROOM - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

REMOVAL FROM THE BOARD ROOM - The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

Agendas for the Regular MTA Board meetings are prepared by the Board Clerk and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded and is available at <https://www.metro.net> or on CD's and as MP3's for a nominal charge.

DISCLOSURE OF CONTRIBUTIONS

The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding coming before an agency involving a license, permit, or other entitlement for use including all contracts (other than competitively bid contracts that are required by law, agency policy, or agency rule to be awarded pursuant to a competitive process , labor contracts, personal employment contracts, contracts valued under \$50,000, contracts where no party receives financial compensation, contracts between two or more agencies, the periodic review or renewal of development agreements unless there is a material modification or amendment proposed to the agreement, the periodic review or renewal of competitively bid contracts unless there are material modifications or amendments proposed to the agreement that are valued at more than 10 percent of the value of the contract or fifty thousand dollars (\$50,000), whichever is less, and modifications of or amendments to any of the foregoing contracts, other than competitively bid contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$500 made within the preceding 12 months by the party, or the party's agent, to any officer of the agency. When a closed corporation is party to, or participant in, such a proceeding, the majority shareholder must make the same disclosure. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

ADA REQUIREMENTS

Upon request, sign language interpretation, materials in alternative formats and other accommodations are available to the public for MTA-sponsored meetings and events. All requests for reasonable accommodations must be made at least three working days (72 working hours) in advance of the scheduled meeting date. Please telephone (213) 364-2837 or (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday. Our TDD line is (800) 252-9040. Requests can also be sent to boardclerk@metro.net.

LIMITED ENGLISH PROFICIENCY

A Spanish language interpreter is available at all Committee and Board Meetings. All other languages must be requested 72 hours in advance of the meeting by calling (213) 364-2837 or (213) 922-4600. Live Public Comment Instructions can also be translated if requested 72 hours in advance.



323.466.3876

x2 *Español (Spanish)*

x3 *中文 (Chinese)*

x4 *한국어 (Korean)*

x5 *Tiếng Việt (Vietnamese)*

x6 *日本語 (Japanese)*

x7 *русский (Russian)*

x8 *Հայերէն (Armenian)*

HELPFUL PHONE NUMBERS AND EMAIL

Copies of Agendas/Record of Board Action/Recordings of Meetings - (213) 922-4880 (Records Management Department) - <https://records.metro.net>

General Information/Rules of the Board - (213) 922-4600

Internet Access to Agendas - <https://www.metro.net>

TDD line (800) 252-9040

Board Clerk Email - boardclerk@metro.net

NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

Live Public Comment Instructions:

Live public comment can be given by telephone or in-person.

The Meeting begins at 1:00 PM Pacific Time on February 20, 2025; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-978-8818 and enter
English Access Code: 5647249#
Spanish Access Code: 7292892#

Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

Instrucciones para comentarios publicos en vivo:

Los comentarios publicos en vivo se pueden dar por telefono o en persona.

La Reunion de la Junta comienza a las 1:00 PM, hora del Pacifico, el 20 de Febrero de 2025. Puedes unirse a la llamada 5 minutos antes del comienzo de la junta.

Marque: 888-978-8818 y ingrese el codigo
Codigo de acceso en ingles: 5647249#
Codigo de acceso en espanol: 7292892#

Los comentarios del público se tomaran cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.

Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting.

Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."

Email: BoardClerk@metro.net

Post Office Mail:

Board Administration

One Gateway Plaza

MS: 99-3-1

Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

28. **SUBJECT: OPERATIONS EMPLOYEES OF THE MONTH** [2024-1137](#)

RECOMMENDATION

RECOGNIZE Operations Employees of the Month.

Attachments: [Presentation](#)

29. **SUBJECT: OPERATION AND MAINTENANCE OF COMPRESSED NATURAL GAS FUELING STATIONS AT DIVISIONS 2, 8, 9, & 15** [2024-0193](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate, Contract No. OP125246000 to Clean Energy, for the Operation and Maintenance (O&M) services of Compressed Natural Gas (CNG) fueling stations at Divisions 2, 8, 9, and 15, for a Not-To-Exceed (NTE) amount of \$6,150,097 for the three-year base period, and \$2,036,432 for the first one-year option term and \$2,036,432 for the second one-year option term, for a combined NTE amount of \$10,222,962, effective March 1, 2025, subject to the resolution of any properly submitted protest(s), if any.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)
[Presentation](#)

30. **SUBJECT: PEST AND BIRD CONTROL SERVICES** [2024-1067](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award a firm fixed unit rate Contract No. OP48505(2)0008370 to CDS Services, Inc. DBA Legion Pest Management, for pest and bird control services throughout Metro's bus and rail facilities, rail cars, and non-revenue vehicles, in the Not-To-Exceed (NTE) amount of \$2,887,332 for the three-year base period and \$1,925,728 for the two-year option, for a combined NTE amount of \$4,813,060, effective April 5, 2025; subject to the resolution of any properly submitted protest(s), if any.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)
[Presentation](#)

-
31. **SUBJECT: KINKYSHARYO P3010 LIGHT RAIL VEHICLE BALL BEARING SLEWING RING ASSEMBLY** [2024-1143](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 48-month firm fixed price Contract No. OP125304000 to Jamaica Bearings, the lowest responsive and responsible bidder, in the amount of \$1,691,769.20 for the purchase of Ball Bearing Slewing Ring Assemblies in support of the P3010 Light Rail Vehicle (LRV) fleet, subject to the resolution of any properly submitted protest(s), if any.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - DEOD Summary](#)
 [Presentation](#)

32. **SUBJECT: I-710 INTEGRATED CORRIDOR MANAGEMENT CONSTRUCTION MANAGEMENT SUPPORT SERVICES** [2024-1129](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 48-month, firm-fixed-price Contract No. AE52227000 to Jacobs Project Management Co. for Construction Management Support Services (CMSS) for the Interstate 710 Integrated Corridor Management (I-710 ICM) Project in the amount of \$5,521,039, subject to the resolution of any properly submitted protest(s), if any.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - DEOD Summary](#)
 [Presentation](#)

33. **SUBJECT: FAREGATE RETROFIT (PHASE 2) - UPGRADE EXISTING GATED STATIONS WITH TALLER GATES** [2024-1126](#)

RECOMMENDATIONS

AUTHORIZE the Chief Executive Officer to:

- A. ESTABLISH a Life-of-Project (LOP) budget for an amount not-to-exceed \$15.3 million for the implementation of taller faregates at 11 additional stations to provide safety, and security, and enhance access control;

- B. AMEND the FY25 budget to add three (3) Non-Contract Full-Time Equivalent (FTE) positions to manage the gating analyses and implementation of taller gates across the 11 additional stations and expansion of taller gates across the Metro Rail system and new stations from new rail lines and transition into operations and maintenance; and

- C. AUTHORIZE the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements, contracts, and contract modifications associated with the increased LOP budget.

Attachments: [Attachment A - Data on Fare Evasion and Faregate Installation Schedule](#)

34. **SUBJECT: CHIEF OPERATIONS OFFICER'S MONTHLY REPORT** [2024-1138](#)

RECOMMENDATION

RECEIVE oral report on Metro Operations.

35. **SUBJECT: NEXTGEN RIDERSHIP UPDATE - Q3 CY2024** [2024-1065](#)

RECOMMENDATION

RECEIVE AND FILE status update on NextGen Bus Ridership.

Attachments: [Attachment A - NextGen Ridership Analysis Q3 CY2024](#)
[Attachment B - Weekday Ridership Recovery Comp. by Line & Line Group](#)
[Attachment C - Saturday Ridership Recovery Comp. by Line & Line Group](#)
[Attachment D - Sunday Ridership Recovery Comp. by Line & Line Group Presentation](#)

36. **SUBJECT: MONTHLY UPDATE ON PUBLIC SAFETY** [2024-1165](#)

RECOMMENDATION

RECEIVE AND FILE the Public Safety Report.

Attachments: [Attachment A - Station Experience Updates](#)
[Attachment B - Board Motion 31](#)
[Attachment C - Public Safety Surge Impact](#)
[Attachment D - Total Crime Summary December 2024](#)
[Attachment E - Systemwide Law Enforcement Overview December 2024](#)
[Attachment F - MTA Supporting Data December 2024](#)
[Attachment G - Sexual Harassment Crimes December 2024](#)
[Attachment H - Bus & Rail Operator Assaults December 2024](#)
[Attachment I - Arrests by Race & Ethnicity December 2024](#)
[Attachment J - Long-Term Crime Trends on Bus & Rail Presentation](#)

37. SUBJECT: OPEN ACCESS LEASABLE FIBER

[2025-0038](#)

RECOMMENDATION

RECEIVE AND FILE the report on the feasibility of providing open-access leasable fiber along the A Line South public right-of-way that could be accessed by City and County agencies.

Attachments: [Attachment A - Motion #36](#)
 [Presentation](#)

(CARRIED OVER FROM JANUARY'S COMMITTEE CYCLE)

SUBJECT: GENERAL PUBLIC COMMENT

[2025-0105](#)

RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

Adjournment

**Board Report**

File #: 2024-0193, **File Type:** Contract**Agenda Number:** 29.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
FEBRUARY 20, 2025****SUBJECT: OPERATION AND MAINTENANCE OF COMPRESSED NATURAL GAS FUELING STATIONS AT DIVISIONS 2, 8, 9, & 15****ACTION: AWARD CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate, Contract No. OP125246000 to Clean Energy, for the Operation and Maintenance (O&M) services of Compressed Natural Gas (CNG) fueling stations at Divisions 2, 8, 9, and 15, for a Not-To-Exceed (NTE) amount of \$6,150,097 for the three-year base period, and \$2,036,432 for the first one-year option term and \$2,036,432 for the second one-year option term, for a combined NTE amount of \$10,222,962, effective March 1, 2025, subject to the resolution of any properly submitted protest(s), if any.

ISSUE

The existing contract for CNG fueling station operations and maintenance (O&M) services at Divisions 2, 8, 9, and 15 will expire on February 28, 2025. Effective March 1, 2025, a new contract award is required to ensure service continuity and safe and timely operations.

BACKGROUND

Metro is transitioning from a CNG (renewable natural gas) to a zero-emission bus fleet. Metro's bus electrification efforts reached a key milestone in July 2020 when the first electric buses debuted on the Metro G Line (Orange). More were phased in throughout 2020 so that, by the start of 2021, 100% of the G Line buses were battery-electric. As staff works to transition other divisions to an electric fleet fully, Metro will still require operating and maintenance services to its CNG compounds to fuel the non-electric buses with CNG. Our goal is to reduce tailpipe pollutant emissions further and contribute to improved air quality while reducing noise and increasing comfort for passengers.

On August 1st, 2013, the Board awarded a 10-year, firm fixed unit rate Contract No. OP33432555 to Clean Energy for CNG fueling station O&M services at Divisions 2, 8, 9, & 15. Under the existing contract, the contractor is responsible for conducting preventive maintenance, as-needed repairs, staff training, maintaining records, and complying with the regulations of the authorities having jurisdiction. Effective August 1, 2023, Contract Modification 1 was executed for a one-year, no-cost time extension. Effective July 31, 2024, Contract Modification 2 extended the performance period by

two months to September 30, 2024. Effective September 30, 2024, Contract Modification 3 was executed to extend the Period of Performance by an additional five months through February 28, 2025. Staff has processed these contract modifications within the approved contract modification authority to allow for continuity of services until a new contract could be established.

This action is necessary to support the existing fleet of CNG buses currently in service until these divisions fully transition to a zero-emission electric bus fleet. In lieu of awarding another 10-year contract, the recommendation is to pursue a five-year contract to allow flexibility in assessing future needs to support CNG infrastructure as Metro transitions to an electric bus fleet.

DISCUSSION

Under this new contract, the Contractor must perform comprehensive O&M services of the CNG equipment at Metro Bus Divisions 2, 8, 9, & 15, including maintenance of all related electrical systems, fuel hoses, nozzles, and the gas monitoring system. The Contractor must provide all repair parts, overhaul services, and consumables, including compressor oils, lubricants, and dryer desiccants. In addition, the Contractor must provide all scheduled and unscheduled replacements for compressors, motors, valves, and all other equipment and appurtenances necessary to operate Metro's CNG fueling facilities efficiently.

The Contractor will also provide Metro personnel with the necessary training to perform routine maintenance work and pay for all associated labor costs per contract requirements. Furthermore, the contract includes terms and liquidated damages to minimize equipment downtime and bus roll-out interruption. Liquidated damages may be imposed if the bus roll-out schedule is not met, and buses are directed to alternate locations for fuel to meet the scheduled roll-out. For example, lack of fueling capacity or fueling performance, or if more than one CNG compressor is not available to operate between 5:00 PM and 5:00 AM daily. Lastly, the contract includes requirements for CNG facility decommissioning during the contract's life to accommodate Metro's electric bus fleet deployment and phase-out of the CNG buses.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure O&M service continuity and provide prompt response time, ensuring the delivery of safe, quality, on-time, and reliable services to our customers and the public.

FINANCIAL IMPACT

The FY25 budget includes \$5,000,000 for this action under cost center 3367-Facilities Maintenance, account 50308, Service Contract Maintenance, project 306002, Bus Maintenance. The total contract value is \$10,222,962 over a five-year (60-month) period.

Since this is a multi-year contract, the cost center manager and Deputy Chief of Infrastructure Maintenance & Engineering will be accountable for budgeting the cost in future years.

Impact to Budget

This action's current source of funds includes operating eligible sales tax funding, including Proposition A/C, Measure R/M, the Transportation Development Act, and State Transit Assistance. Given approved funding provisions and guidelines, applying these funds to this project maximizes the intent of the eligible funding.

EQUITY PLATFORM

Due to the lack of subcontracting opportunities, the Diversity and Economic Opportunity Department (DEOD) did not recommend a Disadvantaged Business Enterprise (DBE) participation goal for this procurement. However, Clean Energy made a 0.65% DBE commitment for this contract.

Metro Operations supports Equity Focus Communities while increasing mobility options and access to jobs, educational institutions, and other opportunities. The services provided by this contract could affect those patrons that use bus services within Division 2 (720 E. 15th St, Los Angeles), Division 8 (9201 Canoga Ave, Chatsworth), Division 9 (3449 Santa Anita Ave, El Monte), and Division 15 (11900 Branford St, Sun Valley) service areas.

The CNG fueling stations ensure our customers have access to reliable transportation to meet their daily needs and support healthier communities by building cleaner infrastructure in areas of historic socioeconomic disparities and minimizing the volatile compounds created by standard fueling options.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

This item supports Metro's systemwide strategy to reduce VMT through maintenance activities that will further encourage transit ridership. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Board action supports Strategic Goal 2: Deliver outstanding trip experiences for all transportation system users as we are committed to providing attractive, affordable, efficient, and safe service. This Board action also supports Strategic Goal 5, providing responsive, accountable, and trustworthy governance within the Metro organization. Performing preventive maintenance, inspections, and as-needed repairs will ensure timely bus rollouts and provide safe and reliable operation of CNG fueling stations at Metro bus Divisions 2, 8, 9, & 15.

ALTERNATIVES CONSIDERED

Another alternative considered is to provide O&M services with in-house staff. This would require hiring and training additional certified personnel and purchasing tools, equipment, vehicles, and supplies. In addition, internal staff would assume the added responsibility and liability. Staff assessment indicates this is not cost-effective for Metro as the required expertise and operational knowledge are highly specialized and costly. Therefore, utilizing professionals with the knowledge and experience of industry standards throughout the country is a best practice.

NEXT STEPS

Upon approval by the Board, staff will execute a firm fixed unit rate Contract No. OP125246000 with Clean Energy for Operation and Maintenance (O&M) of Compressed Natural Gas (CNG) fueling stations at divisions 2, 8, 9, & 15, effective March 1, 2025.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

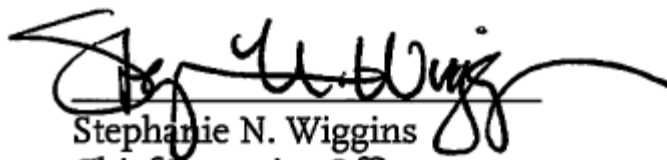
Prepared by: Errol Taylor, Deputy Chief Operations Officer, Infrastructure Maintenance & Engineering, (213) 922-3227

Chris Limon, Executive Officer, Facilities Maintenance, (213) 922-6637

Eladio Salas, Senior Director, Facilities Maintenance, (213) 418-3232

Debra Avila, Deputy Chief, Vendor/Contract Management, (213) 418-3051

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

CNG FUELING STATIONS OPERATIONS & MAINTENANCE SERVICES AT DIVISIONS 2, 8, 9 & 15 - OP125246000

1.	Contract Number: OP125246000	
2.	Recommended Vendor: Clean Energy	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 09/12/2024	
	B. Advertised/Publicized: 09/12/2024	
	C. Pre-Proposal Conference: 09/19/2024	
	D. Proposals Due: 10/21/2024	
	E. Pre-Qualification Completed: 01/10/2025	
	F. Ethics Declaration Forms Submitted to Ethics: 11/04/2024	
	G. Protest Period End Date: 02/24/2025	
5.	Solicitations Downloaded: 10	Bids/Proposals Received: 1
6.	Contract Administrator: Pascale Batarseh	Telephone Number: (213) 922-6338
7.	Project Manager: Anthony Carballo	Telephone Number: (213) 418-3335

A. Procurement Background

This Board Action seeks approval for Contract No. OP125246000 issued in support of the operations, maintenance and testing of existing CNG fueling stations at Divisions 2, 8, 9 and 15. The contract spans a three-year base term with two (2) one-year options. Board approval of contract awards are subject to the resolution of any properly submitted protest(s), if any.

Request for Proposals (RFP) No. OP125246 was issued in accordance with Metro’s Acquisition Policy and the contract type is a firm fixed unit rate. The Diversity & Economic Opportunity Department did not recommend a goal for this solicitation.

Two (2) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on September 19, 2024 extended the Questions & Answers due date;
- Amendment No. 2, issued on October 7, 2024 extended the proposal due date, and revised Exhibit 2 – Schedule of Quantities and Prices and corrected a typo in the Scope of Services.

A total of eight (8) firms downloaded the RFP and were included in the planholders list. A virtual pre-proposal conference was held on September 19, 2024, and was attended by five (5) participants representing two (2) firms. There were twenty-one

(21) questions received for this RFP and responses were provided prior to the proposal due date.

A total of one (1) proposal was received on October 21, 2024.

B. Evaluation of Proposals

A diverse Proposal Evaluation Team (PET) consisting of staff from Facilities and Property Maintenance, and Bus Maintenance was convened and conducted a comprehensive technical evaluation of the proposal received.

The proposal was evaluated based on the following evaluation criteria and weights:

- Qualifications of the Firm/Team 15% Percent
- Work Plan/Project Approach 20% Percent
- Management Plan/Approach 35% Percent
- Cost Proposal 30% Percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar competitive Request for Proposals. Several factors were considered when developing these weights, giving the greatest importance to Management Plan/Approach.

Since only one (1) proposal was received, staff conducted a market survey of the firms on the planholders list to determine why no other proposals were received. Only one firm responded to our inquiry indicating that the reason they chose not to participate in this solicitation was based on a combination of Term and Scope of Work, and the requirement that workers performing maintenance services were not their staffing.

Based on the results of the market survey, Metro staff determined that the solicitation was not restrictive and that decisions not to propose were based on individual business considerations.

During the week of December 4, 2024, the PET met to discuss the evaluation process and began their review of the proposal. During evaluations, it became necessary to request clarifications from the firm regarding their personnel coordination plan as well as their spare parts strategy. Metro received the Proposer's clarifications on December 16, 2024. Clean Energy answered Metro's questions and provided all the required information for the PET to complete their proposal review.

Qualifications Summary of Firms within the Competitive Range:

Clean Energy

Clean Energy has the organizational capacity to service Metro's CNG fueling stations. Their expertise is high, as they have a track record of working with the nation's largest transit agencies. They have a lot of knowledge and experience with qualified personnel to lead their teams. Their project manager has a high level of supervisory experience that can effectively coordinate and act as the point of contact for issues that arise at CNG compounds. The training, safety, monitoring, and emergency preparedness Clean Energy possesses are all critical to Metro CNG operations.

The PET finalized their scoring on December 18, 2024 and the following is a summary of the PET scores.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Clean Energy				
3	Qualifications of the Firm/Team	86.67	15.00%	13.00	
4	Work Plan/Project Approach	86.67	20.00%	17.33	
5	Management Plan/Approach	85.00	35.00%	29.75	
6	Price	90.00	30.00%	30.00	
7	Total		100.00%	90.08	1

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon the expectation of adequate competition, previous contracts, and fact finding. The reason that the Proposal amount increased from \$7,356,950 to \$10,222,962 is due to Metro including a weighted formula for the calculation of maintenance costs based on the per term price provided by the contractor (with three tiers and a percentage), representing the likely usage of each tier. Upon reviewing the Contractor's proposal, it was determined that this formula resulted in an artificially low proposal amount that would likely not be enough to cover Metro's actual needs under this contract. A revised formula was developed and reissued to the Contractor. The firm fixed unit rates the Contractor proposed remained the same from their original proposal, but the revised formula resulted in an increase to the Not-to-Exceed amount of the contract, which is more in line with Metro's expected requirements.

	Proposer Name	Proposal Amount	Metro ICE	NTE amount
1.	Clean Energy	\$7,356,950	\$10,383,590	\$10,222,962

D. Background on Recommended Contractor

The recommended firm, Clean Energy, located in Newport Beach, California, has been in business for 27 years and is a leader in the field of operating and maintaining natural gas equipment nationwide. Some of Clean Energy’s customers over the years, as listed in their proposal, are Foothill Transit, Valley Metro RPTA, City of Phoenix ABM Facilities, Omnitrans, Gold Coast Transit, and Santa Clarita Transit. Clean Energy has provided reliable maintenance services at these four CNG fueling stations since 2013 under another current contract and has performed satisfactorily. They have supported Metro’s CNG operations in many projects.

DEOD SUMMARY

CNG FUELING STATIONS OPERATIONS & MAINTENANCE SERVICES AT DIVISIONS 2, 8, 9 & 15 - OP125246000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise (DBE) participation goal for this procurement due to the lack of subcontracting opportunities. However, Clean Energy made a 0.65% DBE commitment.

Small Business Goal	0% DBE	Small Business Commitment	0.65% DBE
----------------------------	---------------	----------------------------------	------------------

	DBE Subcontractors	Ethnicity	% Committed
1.	Dr. Detail Services, Inc.	Hispanic American	0.65%
Total Commitment			0.65%

B. Local Small Business Enterprise (LSBE) Preference

The LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

C. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

D. Prevailing Wage Applicability

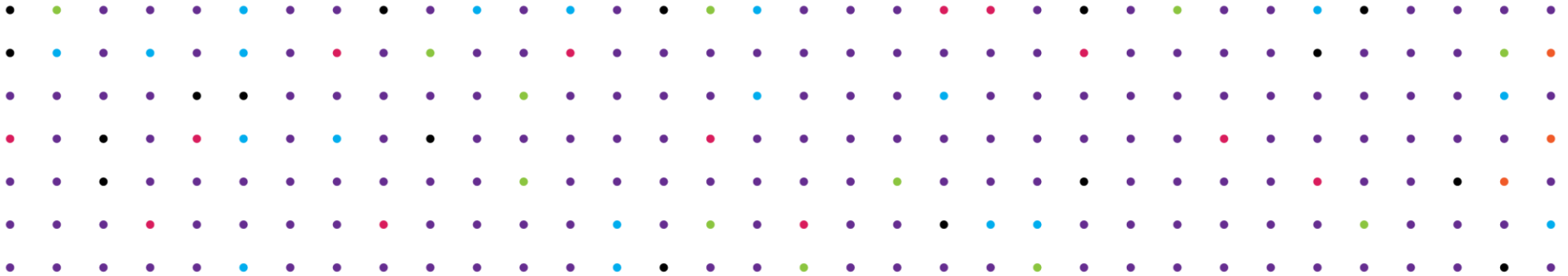
Prevailing Wage requirements are applicable to this contract. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

E. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

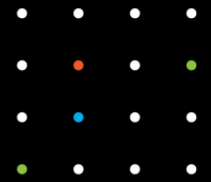
INFRASTRUCTURE, MAINTENANCE, AND ENGINEERING

CNG Contract Division 2, 8, 9, 15



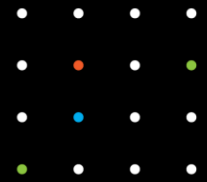
Operations, Safety, & Customer Experience Committee Meeting
February 20, 2025

RECOMMENDATION



AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate, Contract No. OP125246000 to Clean Energy, for the Operation and Maintenance (O&M) services of Compressed Natural Gas (CNG) fueling stations at Divisions 2, 8, 9, and 15, for a Not-To-Exceed (NTE) amount of \$6,150,097 for the three-year base period, and \$2,036,432 for the first one-year option term and \$2,036,432 for the second one-year option term, for a combined NTE amount of \$10,222,961, effective March 1, 2025, subject to the resolution of any properly submitted protest(s), if any.

ISSUE & DISCUSSION



AWARDEE

Clean Energy

NUMBER OF BIDS

1

DEOD COMMITMENT

DBE – 0.65%

ISSUE

The existing contract for CNG fueling station Operations and Maintenance (O&M) services at Divisions 2, 8, 9, and 15 will expire on February 28, 2025. A new contract award, effective March 1, 2025, is required to ensure service continuity and safe and timely operations.

DISCUSSION

Under this new contract, the Contractor must perform comprehensive O&M services of the CNG equipment at Metro Bus Divisions 2, 8, 9, & 15, including maintenance of all related electrical systems, fuel hoses, nozzles, and the gas monitoring system.





Board Report

File #: 2024-1067, File Type: Contract

Agenda Number: 30.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE FEBRUARY 20, 2025

SUBJECT: PEST AND BIRD CONTROL SERVICES

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award a firm fixed unit rate Contract No. OP48505 (2)0008370 to CDS Services, Inc. DBA Legion Pest Management, for pest and bird control services throughout Metro's bus and rail facilities, rail cars, and non-revenue vehicles, in the Not-To-Exceed (NTE) amount of \$2,887,332 for the three-year base period and \$1,925,728 for the two-year option, for a combined NTE amount of \$4,813,060, effective April 5, 2025; subject to the resolution of any properly submitted protest(s), if any.

ISSUE

The existing contract for pest and bird control services throughout Metro's bus and rail facilities, rail cars, and non-revenue vehicles, excluding buses, expires on April 4, 2025. A new contract award is required to avoid a lapse in service and continue performing pest and bird control services, effective April 5, 2025.

BACKGROUND

On October 26, 2017, the Board approved the award of Contract No. OP852420003367 to Pestmaster Services Inc. for the combined amount of \$6,634,069.20 to provide regularly scheduled and as-needed pest and bird control services throughout Metro's bus and rail facilities, rail cars, and non-revenue vehicles, excluding buses.

During the term of the existing contract, pest and bird control services were expanded to include Union Station West Portal, the K-Line (C/LAX), and the Regional Connector expansion projects, reflecting sufficient existing contract authority through October 31, 2023.

On May 5, 2023, a new pest and bird control services solicitation was issued, and on June 12, 2023, three bids were received. On September 21, 2023, the Board awarded Contract No. OP485050008370 to CDS Services, Inc. DBA Legion Pest Management to provide regularly scheduled and as-needed pest and bird control services systemwide, pending the resolution of any property submitted protest. Concurrently, Metro received a timely protest on the same day as the contract

award.

In September of 2023, it became necessary to execute short-term agreements to extend the services provided by the incumbent contractor to avoid a lapse in service and continue providing pest and bird control services systemwide while allowing sufficient time for protest resolution and re-solicitation.

On May 21, 2024, Metro cancelled IFB No. OP48505 due to bidders not meeting small business program requirements. All bidders were notified of the cancellation and that the services would be re-solicited.

DISCUSSION

Under the new contract recommended for the award, the contractor is required to provide regularly scheduled and as-needed pest and bird control services throughout Metro's bus and rail facilities, rail cars, and non-revenue vehicles, excluding buses serviced under a separate service maintenance contract. Metro bus and rail facilities consist of 254 locations and 451 rail cars. Services include treatment of pest infestations, pest and bird waste clean-up, installation of pest and bird deterrent applications, animal trapping, and dead animal removal.

During the new contract term, the scope of services will increase to include the addition of the Rail to Rail, Airport Metro Connector (AMC), D line (Purple) Westside Extensions, and A Line (Blue) Foothill Extension Phase 2B system expansion projects as they become operational.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure that Metro's maintenance standards are met and the necessary regularly scheduled and as-needed pest and bird control services are provided with prompt response time to deliver safe, quality, on-time, and reliable services.

FINANCIAL IMPACT

The current funding for this action is \$458,668, which is included within the FY25 budget under cost center 8370-Facilities Contracted Maintenance Services, account 50308, Service Contract Maintenance, under various projects.

Since this is a multi-year contract, the cost center manager and Deputy Chief Operations Officer of Shared Mobility will be accountable for budgeting costs in future years.

Impact to Budget

The funding source for this action includes bus and rail operating-eligible funds, which include Propositions A and C, Measure R and M sales taxes, State Transit Assistance (STA), and Transportation Development Act (TDA) funds. Use of these funding sources maximizes the intent of project usage given approved guidelines and provisions,

EQUITY PLATFORM

Scheduled and as-needed pest and bird control services improve bus and rail station cleanliness and provide a safe environment for Metro's patrons. This will ensure safe working conditions for employees and provide reliable service to all patrons. This is especially critical in Equity Focus Communities, where individuals often depend on public transportation as their primary means of travel.

Metro patrons, employees, and Transit Ambassadors can report cleanliness and maintenance issues through the Customer Relations phone numbers posted throughout the rail and bus system. Customers can communicate with Metro in nine (9) different languages using our translation service. Metro also ensures that translated signage is posted for those reporting cleanliness and maintenance issues on the Metro system. For the 12 months ending on December 19, 2024, 131 incidents were reported through the Transit Watch App, indicating that 29% of the 453 incidents related to pest and bird control services were reported through Metro's M3 Incident Reporting System.

As part of this solicitation, a Systemwide Metro Connect Industry Forum Outreach event was conducted on March 27, 2023. During this outreach event, staff provided detailed information regarding SBE Programs to encourage small business participation.

DEOD established a 10% SBE and 3% DVBE goal for this solicitation. CDS Services, Inc. DBA Legion Pest Management made a 60% SBE and 40% DVBE commitment.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through these maintenance activities that will improve bus and rail station cleanliness and further encourage transit ridership. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Board action supports Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system within the Metro organization. Performing ongoing, regularly scheduled, and as-needed pest and bird control services will prolong the lifespan of bus and rail facilities, rail cars, and non-revenue vehicles by keeping Metro's assets free of intrusions from birds and pests. These services will ensure safe and clean conditions while enhancing Metro's customer experience and providing reliable operations systemwide.

ALTERNATIVES CONSIDERED

The Board may elect not to approve this recommendation. This option is not recommended as it would result in a gap in service, impacting Metro's system safety, cleanliness, and customer experience.

With the completion of a financial-based insourcing/outsourcing study based on a quantitative and qualitative assessment, staff has analyzed insourcing/outsourcing options for pest and bird control services, among other services. Based on initial findings, pest and bird control services were not recommended for insourcing as they would require Metro to obtain specialty licenses to purchase pesticides, hire and train licensed personnel to apply pesticides, and purchase additional equipment, vehicles, and supplies to support bird and pest control service delivery.

NEXT STEPS

Upon Board approval, staff will execute Contract No. OP48505(2)0008370 with CDS Services, Inc. DBA Legion Pest Management effective April 5, 2025, to provide necessary regularly scheduled and as-needed pest and bird control services throughout Metro's bus and rail facilities, rail cars, and non-revenue vehicles.

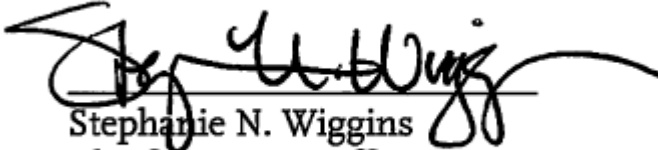
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Lena Babayan, Executive Officer, Operations Administration,
(213) 922-6765
Ruben Cardenas, Senior Manager, Facilities Contracted Maintenance Services,
(213) 922-5932
Shahzad Amiri, Deputy Chief Operations Officer, Shared Mobility,
(213) 922-3061
Debra Avila, Deputy Chief Vendor/Contract Management Officer,
(213) 418-3051

Reviewed by: Conan Cheung, Chief Operations Officer, Transit Operations,
(213) 418-3034


Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

PEST AND BIRD CONTROL SERVICES / OP48505(2)0008370

1.	Contract Number: OP48505(2)0008370	
2.	Recommended Vendor: CDS Services, Inc. DBA, Legion Pest	
3.	Type of Procurement (check one) : <input checked="" type="checkbox"/> IFB <input type="checkbox"/> RFIQ <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: July 26, 2024	
	B. Advertised/Publicized: July 26, 2024	
	C. Pre-Bid Conference: August 6, 2024	
	D. Bids Due: September 4, 2024	
	E. Pre-Qualification Completed: January 24, 2025	
	F. Ethics Declaration Forms submitted to Ethics: August 13, 2024	
	G. Protest Period End Date: February 24, 2025	
5.	Solicitations Picked up/Downloaded: 16	Bids Received: 3
6.	Contract Administrator: Ana Rodriguez	Telephone Number: (213) 922-2790
7.	Project Manager: Ruben Cardenas	Telephone Number: (213) 922- 5932

A. Procurement Background

This Board Action is to approve the award of Contract No. OP48505(2)0008370 to support pest and bird control services throughout Los Angeles County. Board approval of contract award is subject to the resolution of any properly submitted protest(s), if any.

On May 5, 2023, Invitation for Bids (IFB) No. OP48505 was issued as a competitive sealed bid procurement in accordance with Metro's Acquisition Policy and the contract type is firm fixed unit rate. This IFB was issued under the Medium Sized Business Enterprise I Program (MSZ-I Program) which requires that bidders must be MSZ-I firms, Metro Certified Small Business Enterprises (SBE), Disadvantaged Business Enterprises (DBE), or Disabled Veterans Business Enterprises (DVBE) to be eligible to participate in this solicitation. Bidders were also required to meet or exceed the recommended SBE goal of 10% and a DVBE goal of 3%. On May 21, 2024, Metro rejected all bids and informed bidders that IFB No. OP48505 was cancelled and would be resolicited.

On July 26, 2024, the solicitation was re-issued as IFB No. OP48505(2) and was issued as a competitive sealed bid procurement in accordance with Metro's Acquisition Policy and the contract type is firm fixed unit rate. This IFB was issued under the Medium Sized Business Enterprise I Program (MSZ-I Program) which requires that bidders must be MSZ-I firms, Metro Certified Small Business Enterprises (SBE), Disadvantaged Business Enterprises (DBE), or Disabled Veterans Business Enterprises (DVBE) to be eligible to participate in this solicitation. Bidders

were also required to meet or exceed the recommended SBE goal of 10% and a DVBE goal of 3%.

Two (2) amendments were issued during the solicitation phase of this IFB:

- Amendment No. 1, issued on August 20, 2024, amended DEOD Instructions to Bidders/Proposers and updated amended section SP-18 Living Wage/Service Contract Worker Retention Policy of the sample contract
- Amendment No. 2, issued on August 26, 2024, amended Exhibit 2, Schedule of Quantities and Prices and extended the bid due date to September 4, 2024.

A virtual pre-bid conference was held on August 6, 2024, with five firms in attendance and ten attendees.

Sixteen firms downloaded the IFB and were included on Metro's planholders' list. Four questions were received, and responses were released prior to the bid due date.

A total of three bids were received by the due date of September 4, 2024, and are listed below in alphabetical order:

1. CDS Services, Inc.
2. Loisun, Inc. DBA A1 Watkins Pest and Termite Control (Loisun Inc.)
3. Stafford Environmental Services, Inc.

B. Evaluation of bids

On September 4, 2024, the bids received were forwarded to the Pre-Qualification Office to determine eligibility to MSZ-I program requirements. All three bidders were deemed responsive to the MSZ-I requirement.

Stafford Environmental Services, Inc., was determined to be non-responsive to the SBE/DVBE goal.

The recommended firm, CDS Services Inc., was the apparent lowest bidder, and its bid was evaluated to determine responsiveness to the solicitation requirements. Areas of responsiveness included meeting the minimum qualifications, such as years of experience providing pest and bird control services, possession of required licenses to perform the services, and having access to the necessary equipment required to perform the services.

C. Price Analysis

The award amount has been determined to be fair and reasonable based on an award to the lowest responsive, responsible bidder, adequate competition, price analysis, and technical analysis. The recommended award amount of \$4,813,060 is 42.09% lower than the Independent Cost Estimate (ICE) due to differences in the method of calculation for pest control services for rail cars and Union Station Headquarters and the competitiveness of the solicitation leading to lower-than-expected service rates. The recommended bidder proposed to absorb the additional monthly costs for each rail car location within the overall systemwide monthly cost. Conversely, the ICE assumed a firm fixed unit rate per rail car, per location, as is the case with the existing contract. Additionally, the service rates for pest and bird control are between 14% and 20% lower than the ones used by the ICE that were based on existing contract rates.

	Bidder Name	Bid Amount	Metro ICE	Award Amount
1.	CDS Services, Inc.	\$4,813,060	\$8,311,668	\$4,813,060
2.	Loisun, Inc.	\$5,900,899		
3.	Stafford Environmental Services	\$8,669,464		

D. Background on Recommended Contractor

The recommended firm, CDS Services Inc., established in 2013 is located in Murrieta, California. It specializes in developing custom Integrated Pest Management (IPM) and Bird Management Plans. IPM is a specialized pest control program that is an effective and environmentally responsible approach to pest management services. CDS Services has accounts in the Greater Los Angeles, Orlando, New York, Fresno, Rocky Mountain Veterans Affairs Medical Centers, and military bases.

DEOD SUMMARY

PEST AND BIRD CONTROL SERVICES / OP4850520008370

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 10% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this Medium Size Business Enterprise (MSZ-I) solicitation. CDS Services Inc., DBA Legion Pest Management, an SBE and DVBE firm, exceeded the goal by making a 60% SBE and 40% DVBE commitment.

Small Business Goal	10% SBE 3% DVBE	Small Business Commitment	60% SBE 40% DVBE
----------------------------	----------------------------	----------------------------------	-----------------------------

	SBE Subcontractor	% Committed	LSBE	Non-LSBE
1.	CDS Services Inc., DBA Legion Pest Management (Prime)	60%		X
	Total Commitment	60%		

	DVBE Subcontractor	% Committed	LSBE	Non-LSBE
1.	CDS Services Inc., DBA Legion Pest Management (Prime)	40%		X
	Total Commitment	40%		

B. Medium Size Business Enterprise Program (MSZ-I)

CDS Services Inc., DBA Legion Pest Management is an MSZ-I firm.

C. Local Small Business Enterprise (LSBE) Preference Program

CDS Services Inc., DBA Legion Pest Management, a non-LSBE Prime, did not meet the LSBE Preference Program requirements and is not eligible for LSBE preference.

D. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) will be applicable on this Contract. Metro staff will monitor and enforce the policy guidelines to ensure that workers are paid, at minimum, the current Living Wage rate of \$25.23 per hour (\$19.28 base + \$5.95 health benefits), including yearly increases. In addition, Contractors will be responsible for submitting the required reports for the

LW/SCWRP and other related documentation to staff to determine overall compliance with the policy.

LW/SCWRP is applicable on Professional Service Contracts listed below that are \$25,000.00 or greater and have a contract term of three (3) months or more. The LW/SCWRP will apply to professional service contracts for Asphalt and Concrete Repair, Facility and Building Maintenance, Food Services, Janitorial and Custodial, Landscaping, Laundry Services, Moving Services, Office and Clerical (copier maintenance, facsimile maintenance, courier mailing, photographic, printing, collections), Parking Lot Management, Pest Control, Security, Street Sweeping, Towing, Trash Collection, Tree Trimming, Weed Abatement and Debris Removal; and any other Service or labor determined by Metro's Board of Director, Executive Management and DEOD, to meet the intent of this Policy.

DEOD Staff will input current Living Wage hourly rates during the development of the Board Report. The policy guidelines are applicable from conception to completion of the service contracts, including change order and modification work.

E. Prevailing Wage Applicability

Prevailing Wage is not applicable to this contract.

F. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

Pest and Bird Control Services for Metro Transit Facilities

Contract No. OP4850520008370



Metro

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award a firm fixed unit rate Contract No. OP4850520008370 to CDS Services, Inc. DBA Legion Pest Management for pest and bird control services throughout Metro's bus and rail facilities, rail cars, and non-revenue vehicles, in the Not-To-Exceed (NTE) amount of \$2,887,332 for the three-year base period and \$1,925,728 for the two-year option, for a combined NTE amount of \$4,813,060, effective April 5, 2025; subject to resolution of any properly submitted protest(s), if any.

ISSUE & DISCUSSION

AWARDEE - CDS Services, Inc., DBA, Legion Pest Management

NUMBER OF BIDS - 3

- Loison, Inc., dba, A1 Watkins Pest and Termite Control - \$5,852,252.52
- CDS Services, Inc. DBA Legion Pest Management - \$4,813,060.00
- Stafford Environmental Services, Inc. – Non Responsive

DEOD COMMITMENT - 10% Small Business Enterprise (SBE) & 3% Disadvantaged Veteran Business Enterprise (DVBE) goal established, with 60% SBE and 40% DVBE commitment made.

ISSUE - The existing contract for pest and bird control services expires April 4, 2025. A new contract award is required to avoid a lapse in service and continue performing pest and bird control services, effective April 5, 2025.

ISSUE & DISCUSSION

DISCUSSION

- Under the new contract recommended for award, the contractor is required to provide regularly scheduled and as-needed pest and bird control services throughout Metro's 451 bus and rail locations and 451 rail cars
- Services include treatment of pest infestations, pest and bird waste clean-up, installation of pest and bird deterrent applications, animal trapping, and dead animal removal.
- During the new contract term, the scope of services will increase to include the addition of the Rail to Rail, Airport Metro Connector (AMC), D line (Purple) Westside Extensions, and A Line (Blue) Foothill Extension Phase 2B system expansion projects as they become operational.



Board Report

File #: 2024-1143, File Type: Contract

Agenda Number: 31.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE FEBRUARY 20, 2025

SUBJECT: KINKYSHARYO P3010 LIGHT RAIL VEHICLE BALL BEARING SLEWING RING ASSEMBLY

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 48-month firm fixed price Contract No. OP125304000 to Jamaica Bearings, the lowest responsive and responsible bidder, in the amount of \$1,691,769.20 for the purchase of Ball Bearing Slewing Ring Assemblies in support of the P3010 Light Rail Vehicle (LRV) fleet, subject to the resolution of any properly submitted protest(s), if any.

ISSUE

The Original Equipment Manufacturer (OEM) identified and established a component overhaul schedule for all vehicle systems occurring at the 600,000-mile interval. The ball-bearing slewing ring is an integral component of the rail car that allows the vehicle center truck articulation and mechanically connects the A and B car halves.

The P3010 LRV fleet is Metro's largest LRV fleet, which averages 38,000 fleet miles per month. Currently, there are 4 LRVs with over 600,000 car miles, and by July 2025, nine others will reach or surpass the target overhaul mileage. The ball-bearing slewing ring replacement project must coincide with the truck overhaul. In May 2024, under a separate contract, the Board approved awarding a contract to ORX. The truck system overhaul and slewing ring replacement are considered heavy overhauls performed in conjunction with each other while the LRV is stationary on the lifting hoist.

BACKGROUND

The P3010 LRV fleet is Metro's newest and most reliable light rail fleet, with consistent performance, reliability, and safety at over 92,059,251 fleet miles. The manufacturer, along with its sub-suppliers, identified component level overhauls to vehicle systems, such as friction brake, propulsion, doors, truck assembly including traction motor and gearbox, auxiliary power supply, coupler, master controller, pantograph, as well as Heating Ventilation and Air Conditioning (HVAC) equipment. Therefore, the P3010 component-level overhaul project will require Board authorization for 10 separate vendors and new component contracts to complete the project over five years.

To date, friction brake, truck systems, and battery replacement contracts have been awarded. On August 7, 2012, Kinkysharyo International, LLC was awarded the P3010 LRV Contract for a base order of 78 LRVs. Four options were subsequently exercised in this contract, including an additional 157 LRVs for 235 vehicles.

DISCUSSION

The rail car manufacturer recommends overhauling or replacing the ball-bearing slewing ring at the 600,000-mile interval. The slewing ring is a mechanical race that supports the vehicle's maneuverability and ride quality. The race contains bearings that wear and require overhaul or replacement at the 600,000-mile target interval. If not performed, the quality of the entire vehicle will be impacted, which could result in catastrophic failure of the slewing ring, resulting in possible derailment. Transit Vehicle Engineering (TVE) and Rail Fleet Services (RFS) performed a cost-benefit analysis to determine whether an overhaul of the slewing ring or a new purchase is needed. In addition, TVE and RFS conducted a technical review of the OEM component overhaul tasks and concurred with the work, scope, and overhaul schedule described in the Heavy Repair Maintenance Manual. TVE has since developed the Statement of Work for this project, ensuring the Contractors followed the Federal Transit Administration (FTA), Association of American Railroad (AAR), California Public Utilities Commission (CPUC), and Metro's Corporate Safety Standards.

However, based on the materials and labor charges for the Contractor to perform the work, it was decided to purchase new slewing rings as the cost offset is negligible and has advantages in meeting the production schedules. The P3010 Fleet Component Overhaul project will primarily consist of repairing and replacing vehicle parts that require an overhaul or complete replacement due to the targeted mileage intervals of 600,000 miles. RFS staff will remove, install, and test the overhauled or new equipment.

DETERMINATION OF SAFETY IMPACT

Passenger safety is of the utmost importance to Metro's ridership and staff. The P3010 ball-bearing slewing ring component is integral to the vehicle's safe and reliable operation. This vehicle component ensures that safety is preserved through standard replacements, as defined by the OEM while maintaining regulatory compliance with state and federal regulations and Metro's safety standards.

FINANCIAL IMPACT

The FY25 budget includes \$1,691,769.20 in funding for the ball-bearing slewing ring under the approved Capital Project (CP) 214009 - P3010 Fleet Component Overhaul. The total project LOP is \$36,000,000.

Since this is a multi-year project, the cost center Component Overhaul Superintendent, Division Director, and Sr. Executive Officer of Rail Fleet Services will ensure that the balance of funds is budgeted in future years.

Impact to Budget

The current source of funds for this action is Measure M State of Good Repair 2%. This funding is eligible for Capital Projects. Given approved funding provisions and guidelines, using these funding sources maximizes project funding intent.

EQUITY PLATFORM

Metro's P3010 LRV fleet provides vital transportation services throughout the City and County of Los Angeles via A, C, E, and L lines. This includes many underserved communities where regional disparities exist between residents' access to jobs, housing, education, health, and safety. In addition, Metro's light rail vehicle maintenance programs maintain the fleet's operations within federally mandated State of Good Repair standards for those within the communities that rely on public transportation.

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise /Disabled Veteran Enterprise (SBE/DVBE) goal for this procurement due to the lack of availability of small businesses.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

This item supports Metro's systemwide strategy to reduce VMT through rail vehicle equipment purchase activities that will maintain and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of the P3010 ball bearing slewing ring procurement supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The P3010 LRV Assembly provides sustainable fleet reliability, including safe, accessible, and affordable transportation for Metro's light rail system riders. The recommendation also supports Metro's Strategic Plan Goal 5) Provide Responsive, Accountable, and Trustworthy governance within Metro organization. Contract Modification Authority and Contract extension safeguard overhaul production continuance while meeting passenger safety and fleet reliability.

ALTERNATIVES CONSIDERED

An alternative to this recommendation is to defer the replacement of the ball-bearing slewing ring. However, this approach is considered high risk due to degraded ride quality, with the potential for ball-bearing seizure and LRV derailment impacting passenger safety.

NEXT STEPS

Upon the Board's approval, staff will execute procurement under Contract No. OP125304000 for the purchase of a P3010 fleet ball-bearing slewing ring assembly with Jamaica Bearing. The staff will return to the Board for approval of future contract awards, including coupler, heating, ventilation, air conditioning, high-speed circuit breaker, master controller, low-voltage power supply, propulsion, and pantograph overhauls.

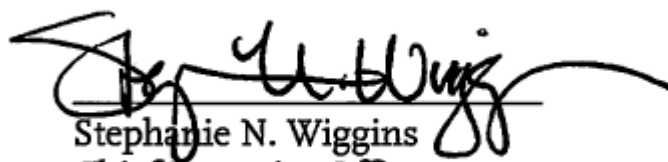
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Bob Spadafora, Senior Executive Officer, Rail Fleet Services
(213) 922-3144
Richard M. Lozano, Component Overhaul Superintendent, Rail Fleet Services
(323)-224-4042
Matthew Dake, Deputy Chief Operations Officer
(213) 922-4061
Debra Avila, Deputy Chief, Vendor/Contract Management
(213) 418-3051

Reviewed by: Conan Cheung, Chief Operations Officer (213) 418-3034


Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

**KINKYSHARYO P3010 LIGHT RAIL VEHICLE BALL BEARING SLEWING RING
ASSEMBLY
/OP125304000**

1.	Contract Number: OP125304000	
2.	Recommended Vendor: Jamaica Bearings	
3.	Type of Procurement (check one): <input checked="" type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP–A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 07-12-2024	
	B. Advertised/Publicized: 07-12-2024	
	C. Pre-Bid Conference: N/A	
	D. Bids Due: 09-11-2024	
	E. Pre-Qualification Completed: 10-09-2024	
	F. Ethics Declaration Forms Submitted to Ethics: 12-16-2024	
	G. Protest Period End Date: 02-26-2025	
5.	Solicitations Downloaded: 12	Bids Received: 2
6.	Contract Administrator: Jessica Omohundro	Telephone Number: (213) 922-4790
7.	Project Manager: Richard Lozano	Telephone Number: (323) 224-4042

A. Procurement Background

This Board Action is to approve Contract No. OP125304000 issued for the procurement of two-hundred-twenty (220) Ball Bearing Slewing Ring Assemblies in support of the P3010 Fleet Component Overhaul project, subject to the resolution of any properly submitted protest(s), if any.

Invitation for Bids (IFB) No. OP125304 was issued in accordance with Metro's Acquisition Policy and the contract type is firm-fixed price. The Diversity & Economic Opportunity Department did not recommend a Small Business Enterprise (SBE) goal or a Disabled Veteran Business Enterprise (DVBE) goal for this procurement due to lack of subcontracting opportunities.

One (1) amendment and one (1) set of clarifications was issued during the solicitation phase of this IFB:

- Clarification No. 1, issued on August 21, 2024, in response to questions;
- Amendment No. 1, issued on August 26, 2024, revised technical specifications and Schedule of Quantities and Prices.

A total of twelve (12) firms downloaded the IFB and were included in the planholder's list. There were three (3) questions received for this IFB, and responses were provided prior to the bid due date.

A total of two (2) bids were received on 09-11-2024.

B. Evaluation of Bids

This procurement was conducted in accordance and complies with LACMTA’s Acquisition Policy for a competitive sealed bid. The two (2) bids received are listed below in alphabetical order:

1. Jamaica Bearings
2. Motion

The recommended firm, Jamaica Bearings, was the lowest bidder and was determined to be both responsive and responsible, and found to be in full compliance with the technical and commercial requirements. The bid from Motion was determined to be non-responsive as it did not comply with the requirements specified in the IFB and therefore ineligible for contract award.

C. Price Analysis

The recommended bid price from Jamaica Bearings has been determined to be fair and reasonable based upon adequate price competition, Independent Cost Estimate (ICE) and selection of the lowest responsive and responsible bidder.

The recommended bid amount is \$948,231 or 36% lower than the ICE and was developed based on past procurement history. Metro’s Transit Vehicle Engineering (TVE) has reviewed and confirmed the product being offered meets the requirements listed in the technical specifications. The delta between the ICE and the bid is due to two key factors including the use of local funds that relieved certain cost-driving federal requirements and the higher purchase quantity (over previous purchases) resulting in a more competitive unit price due to economies of scale. The ICE did not consider these factors that resulted in a lower price which is determined to be fair and reasonable.

Bidder Name	Metro ICE	Bid Amount
Jamaica Bearings	\$2,640,000.00	\$1,691,769.20
Motion	\$2,640,000.00	\$1,739,414.60

D. Background on Recommended Contractor

The recommended firm, Jamaica Bearings, which operates with facilities and sales offices throughout North America with headquarters in Hyde Park, New York was founded in 1934 and has been in business for over 50 years. Jamaica Bearings is a global value-added distributor for over 200 leading manufacturers of highly engineered, long-lead product types ranging from bearings, kitting, seals and rings and is a trusted supplier to a diverse marketplace that includes aerospace, defense, high-tech industrial, rail and transit.

Jamaica Bearings has provided services for Metro and performance has been satisfactory.

DEOD SUMMARY

KINKYSHARYO P3010 LIGHT RAIL VEHICLE BALL BEARING SLEWING RING
ASSEMBLY / OP125304000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to the lack of availability of small businesses. Jamaica Bearings will perform the work with its own workforce.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

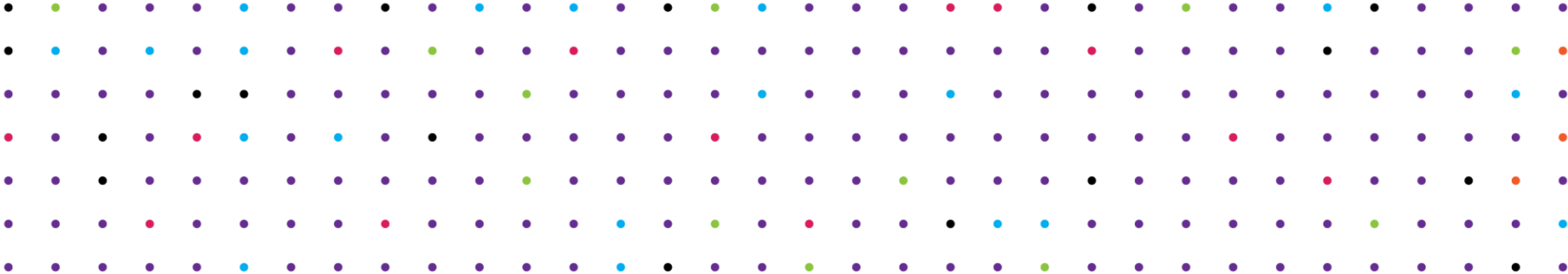
C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

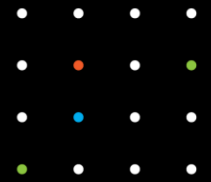
D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

Kinkysharyo P3010 Light Rail Vehicle Ball Bearing Slewing Ring Assembly Component Overhaul

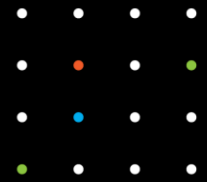


RECOMMENDATION



AUTHORIZE the Chief Executive Officer to award a 48-month firm fixed price Contract No. OP125304000 to Jamaica Bearings, the lowest responsive and responsible bidder, in the amount of \$1,691,769.20 for the purchase of Ball Bearing Slewing Ring Assemblies in support of the P3010 Light Rail Vehicle (LRV) fleet, subject to the resolution of any properly submitted protest(s), if any.

ISSUE & DISCUSSION



AWARDEE

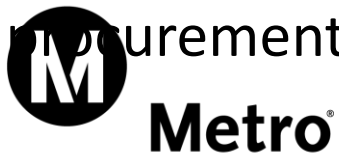
Jamaica Bearings

NUMBER OF BIDS

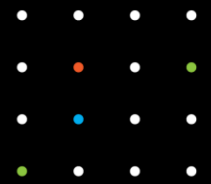
Bidders	Bid Amount
Jamaica Bearings	\$1,691,769.20
Motion	\$1,739,414.60

DEOD COMMITMENT

The DEOD did not recommend a Small Business Enterprise (SBE) goal or a Disabled Veteran Enterprise (DVBE) goal for this procurement due to lack of subcontracting opportunities.



ISSUE & DISCUSSION



ISSUE

The Original Equipment Manufacturer (OEM) identified and established a component overhaul schedule for all vehicle systems occurring at the 600,000-mile interval. The ball-bearing slewing ring is an integral component of the rail car that allows the vehicle center truck articulation and mechanically connects the A and B car halves.

DISCUSSION

If not performed, the quality of the entire vehicle will be impacted, which could result in catastrophic failure of the slewing ring, resulting in possible derailment. Transit Vehicle Engineering (TVE) and Rail Fleet Services (RFS) performed a cost-benefit analysis to determine whether an overhaul of the slewing ring or a new purchase is needed.

**Board Report**

File #: 2024-1129, **File Type:** Contract**Agenda Number:** 32.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
FEBRUARY 20, 2025****SUBJECT: I-710 INTEGRATED CORRIDOR MANAGEMENT CONSTRUCTION MANAGEMENT
SUPPORT SERVICES****ACTION: AWARD CONTRACT
RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a 48-month, firm-fixed-price Contract No. AE52227000 to Jacobs Project Management Co. for Construction Management Support Services (CMSS) for the Interstate 710 Integrated Corridor Management (I-710 ICM) Project in the amount of \$5,521,039, subject to the resolution of any properly submitted protest(s), if any.

ISSUE

Construction support services, including construction management, system integration, stakeholder coordination, and permitting oversight, are required to support the full deployment of the I-710 ICM Project. The project is one of the I-710 Task Force's early initiative projects, later included in the Board approved Long Beach-East Los Angeles Corridor Mobility Investment Plan.

BACKGROUND

The I-710 freeway is a major goods movement corridor and a key part of the regional transportation network system. Freight from the Port of Los Angeles and Port of Long Beach moves into the greater Los Angeles area through the I-710 freeway. Freeway congestion has historically impacted the roadways and communities adjacent to the freeway. To improve mobility and safety, the I-710 ICM Project will rely on a multi-modal, multi-agency collaboration to integrate the various transportation networks currently operating independently.

The I-710 ICM Project elements were included in the Gateway Cities Council of Governments (GCCOG) Strategic Transportation Plan and the California Sustainable Freight Action Plan. In 2018, Metro staff completed the Los Angeles Regional Integrated Corridor Management Assessment (LARICMA) to assess potential corridors that would benefit from Intelligent Transportation Systems (ITS) and Integrated Corridor Management (ICM) strategies. These strategies help manage congestion, improve air quality, enhance technological capabilities, and build multi-jurisdictional partnerships connecting transportation management systems. The final report identified the I-710 between State Route 60 (SR-60) and State Route 91 (SR-91) as a suitable corridor for ICM strategies.

In 2022, the Board directed staff to pursue grant funding through the Trade Corridor Enhancement Program (TCEP) for the construction phase of the I-710 ICM Project, which was successfully secured in Cycle 3 of TCEP. The project is one of the I-710 Task Force's early initiative projects, later included in the Board approved Long Beach-East Los Angeles Corridor Mobility Investment Plan.

In December 2023, the project was environmentally cleared pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) through the Categorical Exemptions/Categorical Exclusions (CE/CE) process. In December 2024, Final 100% Plans, Specifications, and Estimates (PS&E) were completed in collaboration with Caltrans, Los Angeles County Public Works, and the Cities of Bell, Bell Gardens, Commerce, Compton, Cudahy, Long Beach, Lynwood, Maywood, Paramount, South Gate, and Vernon.

DISCUSSION

Staff recommends using CMSS for the construction and implementation phase of the I-710 ICM Project as it enables Metro to engage a Construction Manager (CM) consultant to collaborate with Metro, the General Contractor, and the local agencies. The CM provides the ability to effectively manage the project during the construction phase, as the CM will be responsible for managing the General Contractor, obtaining the necessary permits from the local agencies, coordinating with the local agencies during construction, testing and verifying the ITS elements deployed, systems integration, and ensuring construction safety at project locations.

ICM strategies include technology-based, integrated transportation management systems to coordinate traffic signal operations, enhance system detection, and upgrade wayfinding to manage non-recurring congestion effectively. While Atlantic Boulevard and Garfield Avenue have historically served as alternate routes to the I-710 freeway, the I-710 corridor experiences congestion and safety issues due to population and employment growth, increased passenger car and freight volumes, as well as aged infrastructure. This project is essential to minimize the impacts of non-recurring congestion on the I-710 corridor and adjacent routes by using an integrated management approach to coordinate operations.

In addition, the I-710 ICM Project will improve system detection and implement response plans to address incidents on the freeway or adjacent routes. This includes collaborating with various stakeholders, such as: Caltrans, Los Angeles County Public Works, the Regional Integration of Intelligent Transportation Systems (RIITS), transit providers, the Ports of Los Angeles and Long Beach, Southern California 511; the cities of Bell, Bell Gardens, Commerce, Compton, Cudahy, Long Beach, Lynwood, Maywood, Paramount, South Gate, and Vernon; as well as third-party traveler information providers (i.e. Google/Waze). The I-710 ICM Project will also develop an ICM System including a data hub and Decision Support System (DSS) within the RIITS network to ingest traffic data from the freeway system, local road systems, as well as other sources in order to initiate response plans and better manage congestion through the corridor.

Lastly, integrating the transportation management systems of the 11 corridor cities, Los Angeles County Public Works and Caltrans will improve real-time data sharing, maximize system operations on the I-710 freeway and adjacent streets, as well as allow agencies within the study area to manage the transportation corridor as a unified system. This will optimize signal synchronization, enhance

real-time traveler information, and implement ITS technologies to improve operations and safety while promoting cooperative/collaborative transportation system management. Using ITS technologies and proactive incident response strategies, the I-710 ICM Project will enhance congestion management to address non-recurring incidents such as stalled vehicles, multi-vehicle crashes, and other incidents that create major delays, cause congestion, and/or generate secondary incidents. Overall, the project will help improve mobility, safety, traveler information, and air quality monitoring.

Staff recommends the award for CMSS firm fixed price contract for the I-710 ICM Project as further explained in the Procurement Summary in Attachment A and DEOD summary in Attachment B.

DETERMINATION OF SAFETY IMPACT

The I-710 ICM Project includes elements that will improve safety in the corridor. By enabling proactive traffic management strategies, secondary crashes are anticipated to decline. Also, the project includes various safety features at key locations, such as reflective traffic signals, restriped crosswalks, and pedestrian signal improvements that will provide added visibility for drivers and enhance pedestrian facilities at select intersections.

FINANCIAL IMPACT

The project has secured \$27,840,000 from the State's Trade Corridor Enhancement Program (TCEP) for construction, with \$7,160,000 in Prop C 25% funds as the local match. For FY25, \$2,205,189 has been allocated for design and construction in the I-710 Integrated Corridor Management (I-710 ICM) Project 463616, under cost center 4740. Since this is a multi-year project, the project manager, cost center manager, and Deputy Chief Operations Officer of Shared Mobility will be accountable for budgeting the costs for future fiscal years.

Impact to Budget

There is no impact on the FY25 budget, as the project's funding, consisting of State TCEP grant funding, Prop C 25% funds, and Measure R subregional funds, is included in the FY25 budget.

EQUITY PLATFORM

The Equity Focus Community (EFC) designation represents locations where strategic transportation investments can significantly reduce disparities in access to opportunity based on three factors: low-income households, race and ethnicity, and households with low vehicle ownership. Ninety percent of the I-710 ICM Study Area is comprised of processes that are incorporated into the project design. ICM primarily serves roadway users when incidents occur and benefits persons concentrated in EFC zones by improving roadway safety and minimizing congestion impacts on local arterials. In addition, air quality impacts that disproportionately impact disadvantaged communities will be monitored, with benefits anticipated due to a reduction in non-recurring traffic congestion within the corridor.

Stakeholder engagement followed the outreach phases and processes from the I-710 South Corridor Project and Long Beach-East Los Angeles Corridor Mobility Investment Plan. Engagement included meetings and presentations to provide information and receive feedback from the Gateway Cities

Council of Governments Transportation Committee, community-based organizations (CBOs) such as the Coalition for Environmental Health and Justice (CEHAJ) and the I-710 Task Force Community Leadership Council. Since initiating the design phase in 2020, the project team has held over 70 stakeholder meetings. Staff will continue coordinating closely with Caltrans, Los Angeles County Public Works, the corridor cities, and the general public through the construction phase.

The I-710 ICM Project addresses two Equity Platform pillars: Focus and Deliver and Train and Grow. The project aims to deliver a more reliable, high-quality transportation solution to the communities of East Los Angeles and Southeast Los Angeles, which will help alleviate congestion, improve transportation management, and meet the mobility needs of the area's residents and businesses. As the first Metro-led ICM project in Los Angeles County, this project also serves as a training opportunity to incorporate the equity platform into the traditional systems engineering process and will serve as a blueprint for subsequent expansion initiatives.

Request for Proposals (RGP) No. AE52227 was advertised as an open solicitation and included both a 28% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business goal. The recommended firm exceeded the established DEOD goals by making a 28.12% SBE commitment and a 3.01% DVBE commitment.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

VMT was not analyzed for this project as the transportation system management (TSM) approach focuses on addressing non-recurring congestion events only, and current Caltrans policy does not require VMT impact analysis on these types of projects because the anticipated VMT impacts are expected, if any, to be very minimal. This project does not increase capacity by adding new lanes but focuses on roadway safety by ensuring existing transportation is managed appropriately to reduce secondary accidents, improving active transportation safety, distributing traveler information, and enhancing bus speed & reliability. When activated, the ICM will reduce the negative local congestion impacts for all roadway users, including those on Metro Lines 117, 258, 260, and 261, as incident/event-related congestion normalizes. Overall, it is possible that this project would increase VMT, given that vehicle travel time will be improved, which could induce more trip-making by vehicles. Any increase in VMT due to this project is expected to be minimal to the point where it is not easily quantifiable, and the safety improvements involved, as well as the transit benefits, will contribute to offsetting the possible increase.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The project supports the goals outlined in the Metro Vision 2028 Strategic Plan. More specifically, the

project supports Goal #3 - Enhance Communities through Mobility and Enhanced Access to Opportunity and Goal #4 Transform LA County through regional collaboration and national leadership. The I-710 ICM Project aims to manage congestion and alleviate traffic during non-recurring incidents on the I-710 freeway by establishing multi-agency collaboration through an integrated approach by maximizing and integrating system operations on the I-710 freeway and adjacent routes.

ALTERNATIVES CONSIDERED

The Board may elect not to award this contract for the project. Staff does not recommend this alternative because it is not consistent with the Board's direction to pursue Trade Corridor Enhancement Program (TCEP) funding and advance construction of the I-710 ICM Project and also jeopardizes \$27,840,000 in State TCEP funds awarded to the project.

NEXT STEPS

In March 2025, Metro will request construction funding allocation from the California Transportation Commission (CTC) Board. The General Contractor will be procured through a separate solicitation, and staff will return to the Board in Spring 2025 for the contract award. Construction is scheduled to begin in the Summer of 2025.

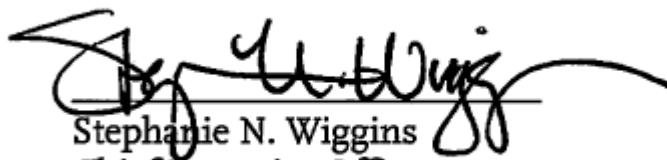
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Eva Moir, Senior Manager, Shared Mobility, (213) 922-2961
Edward Alegre, Deputy Executive Officer, Shared Mobility, (213) 418-3287
Steven Gota, Executive Officer, Shared Mobility, (213) 922-3043
Shahzad Amiri, Deputy Chief Operations Officer, Shared Mobility, (213) 922-3061
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

Reviewed by: Conan Cheung, Chief Operations Officer, Transit Operations, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

I-710 INTEGRATED CORRIDOR MANAGEMENT CONSTRUCTION MANAGEMENT SUPPORT SERVICES/AE52227000

1.	Contract Number: AE52227000	
2.	Recommended Vendor: Jacobs Project Management Co.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 5/24/24	
	B. Advertised/Publicized: 5/24/24	
	C. Pre-Proposal Conference: 6/4/24	
	D. Proposals Due: 6/24/24	
	E. Pre-Qualification Completed: 10/14/24	
	F. Ethics Declaration Forms Submitted to Ethics: 6/25/24	
	G. Protest Period End Date: 2/24/25	
5.	Solicitations Downloaded: 78	Proposals Received: 4
6.	Contract Administrator: Ana Rodriguez	Telephone Number: (213) 922-1076
7.	Project Manager: Eva Moir	Telephone Number: (213) 922-2961

A. Procurement Background

This Board Action is to approve the award of Contract No. AE52227000 to Jacobs Project Management Co. to provide Construction Management Support Services (CMSS) for the I-710 Integrated Corridor Management (ICM) project. Board approval of contract awards are subject to resolution of any properly submitted protest(s), if any.

Request for Proposals (RFP) No. AE52227 was issued on May 24, 2024 in accordance with Metro’s Acquisition Policy and California Government Code 4525 – 4529.5. The contract type is a Firm Fixed Price (FFP). The Diversity & Economic Opportunity Department recommended a Small Business Enterprise (SBE) goal of 28% and a Disabled Veteran Business Enterprise (DVBE) goal of 3%.

One amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on June 18, 2024 clarified changes to the statement of work

A total of 78 firms downloaded the RFP and were included in the planholders’ list. A virtual pre-proposal conference was held on June 4, 2024, and was attended by 60 participants representing 28 firms. There were 7 questions received for this RFP and responses were provided prior to the proposal due date.

A total of 4 proposals were received on June 24, 2024 from the following firms listed below in alphabetical order:

1. ABA Global, Inc. (ABA)
2. Iteris, Inc. (Iteris)
3. Jacobs Project Management Co. (Jacobs)
4. TKE Engineering, Inc. (TKE)

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Shared Mobility Department and Program Management was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

- | | |
|--|------------|
| • Proposer's Experience and Qualifications | 30 percent |
| • Project Manager, Key Personnel, and Availability | 30 percent |
| • Understanding of the Services and Approach | 40 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Architectural and Engineering (A&E) procurements. Several factors were considered when developing these weights, giving the greatest importance to the Understanding of the Services and Approach.

This is an A&E, qualifications-based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

Qualifications Summary of Recommended Firm:

Jacobs is a leading Construction Management firm with over four decades of experience delivering transportation projects. As the Prime Contractor, Jacobs brings extensive expertise and a proven track record in delivering complex transportation infrastructure projects, as demonstrated by its successful management of the \$2.16 billion I-405 Design-Build Improvement project and the I-710 ICM PA/ED project. With a highly skilled team led by Project Manager Reza Jahromi, who has 35 years of experience in major infrastructure projects, Jacobs is well-prepared to implement the I-710 Integrated Corridor Management project efficiently. The team includes specialists in ITS, systems integration, and roadway construction, and is further supported by a comprehensive subconsultant team, who bring deep knowledge of ICM and local agency coordination.

The following is a summary of the PET scores.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Jacobs Project Management Co.				
3	Proposer's Experience and Qualifications	94.44	30.00%	28.33	
4	Project Manager, Key Personnel, and Availability	90.83	30.00%	27.25	
5	Understanding of the Services and Approach	92.67	40.00%	37.07	
6	Total		100.00%	92.65	1
7	Iteris, Inc.				
8	Proposer's Experience and Qualifications	90.37	30.00%	27.11	
9	Project Manager, Key Personnel, and Availability	82.92	30.00%	24.88	
10	Understanding of the Services and Approach	87.33	40.00%	34.93	
11	Total		100.00%	86.92	2
12	TKE Engineering, Inc.				
13	Proposer's Experience and Qualifications	89.63	30.00%	26.89	
14	Project Manager, Key Personnel, and Availability	72.50	30.00%	21.75	
15	Understanding of the Services and Approach	72.00	40.00%	28.80	
16	Total		100.00%	77.44	3
17	ABA Global, Inc.				
18	Proposer's Experience and Qualifications	53.52	30.00%	16.06	
19	Project Manager, Key Personnel, and Availability	77.08	30.00%	23.12	
20	Understanding of the Services and Approach	63.33	40.00%	25.33	
21	Total		100.00%	64.51	4

C. Cost/Price Analysis

The recommended cost has been determined to be fair and reasonable based upon an Independent Cost Estimate (ICE), technical evaluation, cost analysis, fact finding, and negotiations.

Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
Jacobs Project Management Co.	\$6,086,323	\$5,362,875	\$5,521,039

D. Background on Recommended Contractor

The recommended firm, Jacobs Project Management Co., located in Los Angeles, CA , has been in business for over 40 years and is a leader in the engineering and construction services field. Jacobs has recently performed similar Construction Management and Project Management Services for the Los Angeles County Department of Public Works, the Orange County Transportation Authority (OCTA), and Caltrans District 7. Jacobs has previously provided services for Metro on various projects and has performed satisfactorily.

DEOD SUMMARY

I-710 INTEGRATED CORRIDOR MANAGEMENT / AE52227000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established an overall 28% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Jacobs Project Management Co., (Jacobs) exceeded the goal by making an overall 28.12% SBE and 3.01% DVBE commitment.

SMALL BUSINESS GOAL	28% SBE 3% DVBE	SMALL BUSINESS COMMITMENT	28.12% SBE 3.01% DVBE
----------------------------	----------------------------	----------------------------------	----------------------------------

	SBE Subcontractors	% Committed
1.	Architectural Engineering Technology, Inc.	9.17%
2.	Coast Surveying, Inc.	2.49%
3.	General Technologies & Solutions	4.29%
4.	Integrated Engineering Management	10.38%
5.	Wiltec	1.79%
	Total Commitment	28.12%

	DVBE Subcontractor	% Committed
1.	Leland Saylor Associates	3.01%
	Total Commitment	3.01%

B. Local Small Business Enterprise (LSBE) Preference

The LSBE Preference Program does not apply to Architecture and Engineering procurements. Pursuant to state and federal law, only a competitor's qualifications to perform the architectural and engineering services are to be evaluated and the most qualified firm to be selected, price cannot be used as an evaluation factor.

C. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

D. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department

of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include building/construction inspectors.

E. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

I-710 Integrated Corridor Management (ICM) Project

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm-fixed-price contract, AE52227000 to Jacobs Project Management Co., for a 48-month period for Construction Management Support Services (CMSS) for the Interstate 710 Integrated Corridor Management (I-710 ICM) Project in the amount of \$5,521,039 subject to resolution of any properly submitted protest(s), if any.

ISSUE

A new contract award is required for construction support services for the I-710 ICM project, including construction management, system integration, stakeholder coordination, and permitting oversight.

NUMBER OF PROPOSALS - 4

- ABA Global Inc.
- Jacobs Project Management Co.
- TKE Engineering Inc.
- Iteris Inc.

DEOD COMMITMENT - 28% Small Business Enterprise (SBE) & 3% Disadvantaged Veteran Business Enterprise (DVBE) Goal.

BACKGROUND

- The I-710 ICM Project is a 12-mile corridor from SR-60 to SR-91 which includes 11 cities, Unincorporated LA County and Caltrans
- Major goods movement corridor and key part of regional transportation network system that carries significant amount of travel - passenger vehicles and goods movement
- Multi-modal and multi-agency collaboration to enhance mobility for all modes and manage non-recurring congestion effectively.
- The Project will optimize traffic signals, enhance real-time traveler information, and implement ITS technologies to improve operations and safety.



DISCUSSION

- Construction Management Support Services to enable staff to engage a Construction Manager (CM) consultant to collaborate with Metro, the General Contractor, and the local agencies.
 - Managing the General Contractor, permits from the local agencies, coordinating with the local agencies, testing and verifying the ITS elements deployed, systems integration, and ensuring construction safety at project location
- Metro secured \$27,840,000 from TCEP for construction, with \$7,160,000 in Prop C 25% funds as the local match. Metro will request allocation at the California Transportation Commission (CTC) Board in March 2025.
- The General Contractor will be procured separately.
- The start of construction is planned for Summer 2025.



Board Report

File #: 2024-1126, File Type: Budget

Agenda Number: 33.

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE
FEBRUARY 20, 2025

SUBJECT: FAREGATE RETROFIT (PHASE 2) - UPGRADE EXISTING GATED STATIONS WITH TALLER GATES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. ESTABLISH a Life-of-Project (LOP) budget for an amount not-to-exceed \$15.3 million for the implementation of taller faregates at 11 additional stations to provide safety, and security, and enhance access control;
- B. AMEND the FY25 budget to add three (3) Non-Contract Full-Time Equivalent (FTE) positions to manage the gating analyses and implementation of taller gates across the 11 additional stations and expansion of taller gates across the Metro Rail system and new stations from new rail lines and transition into operations and maintenance; and
- C. AUTHORIZE the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements, contracts, and contract modifications associated with the increased LOP budget.

ISSUE

At the July 2024 meeting, the Board approved several strategies to improve safety for Metro riders and employees (2024-0437). One key strategy was to replace some existing faregates with taller, robust structural and modernized designs that better meet today’s mobility needs. The current turnstile and leaf-style faregates are highly susceptible to fare evasion, whereas the taller fare gates directly improve passenger safety and security.

Taller faregates have features such as precise motion sensors that can accurately detect fare evasion behaviors, such as “tailgating,” crawling under, climbing over, as well as electromechanical locks to prevent forced entries, and paddle-style doors that improve accessibility for customers with bicycles, luggage, or other items. The taller faregates also have large, color-coded displays to alert authorized personnel of fare evasion attempts. These gates offer potential integration with third-party

advanced security solutions, such as enhanced camera detection for weapons or other threats.

BACKGROUND

Over the past six months, staff has focused on the procurement, integration, and planning for the installation of new taller gates to modernize Metro’s fare collection system, starting with LAX/Metro Transit Center Station. The design and integration efforts that have been developed for the taller gates at the LAX/Metro Transit Center Station can be leveraged for faregates at other stations across the system.

The original pilot was to implement taller faregates at LAX/Metro Transit Center Station, which is proceeding as planned. The pilot has since been modified to retrofit ten existing gated stations where fare evasion and misuse of the emergency swing gates have been prevalent. The faregates for LAX/Metro Transit Center Station were funded by the Project’s Life-of-Project (LOP) budget, and the previously approved funding of \$14.4m will be used for the ten stations. These ten stations are included in Phase 1 of this retrofit effort. Phase 1 installation will begin in March, a more detailed installation can be found in Attachment A.

Any new construction projects, such as Purple Line Extension Phases 1 and 2 and Foothill Phase 2B, will also incorporate taller faregates as part of their station designs, and be funded by existing Project LOPs.

Taller faregates will be implemented as follows:

Project	Description	Funding Source
Faregate pilot	LAX/Metro Transit Center Station	LAX/Metro Transit Center Project LOP
New construction projects	PLE Phases 1 and 2, Foothill Phase 2B	Respective Project LOPs
Phase 1	First 10 Metro Rail Stations ¹	\$14.4M (previously approved)
Phase 2	Next 11 Metro Rail Stations	\$15.3M (requested through this board report)

¹ Phase 1 stations are Lake, Firestone, Pershing Square, 7th Street/Metro Center, Westlake MacArthur Park, Wilshire/Vermont, Vermont/Santa Monica, Hollywood/Western, North Hollywood, and Willowbrook/Rosa Parks.

DISCUSSION

In Phase 2, the plan is to retrofit another 11 existing gated stations with taller gates. Staff from TAP, SSLE, and Station Experience collaborated closely with the LA Police Department and LA Sheriff’s Department to select these stations, which include Mariachi Plaza, Harbor Freeway, Aviation/LAX, Vermont/Athens, Del Amo, Civic Center, Compton, Slauson, Expo/LaBrea, Avalon, and Long Beach Blvd. These stations were chosen based on data showing they have experienced significant fare evasion and misuse of the emergency swing gates, and through feedback from stakeholders mentioned above. Attachment A provides data on unpaid entries and the percentage of fare evasion

for stations in Phase 1 and Phase 2.

As Metro continues to improve the station experience, taller faregates can be integrated into station redesigns, complementing current initiatives such as TAP-to-Exit, improved signage, and passenger flow enhancements. The faregates have been user tested in the TAP Lab to ensure functionality, ease of use, and compatibility with the existing fare collection system.

Taller faregates can improve safety and security for Metro customers and employees while encouraging fare compliance. Their robust structural design deters fare evasion by restricting unauthorized access through features such as motion sensors and electromechanical locks that prevent forced entries. Additionally, precise motion sensors can accurately detect and record fare evasion, providing data that SSLE can use to strategically assign staff at key stations. The taller gates have been installed at Bay Area Rapid Transit (BART) and Washington Metropolitan Area Transit Authority (WMATA). WMATA reported an 82% reduction in fare evasion after installing five-foot-tall gates and taller fences across all stations.

Phase 2 upgrades will tentatively begin as early as October 2025. Below is a timeline and schedule of the next steps.

Activity	Duration	Timeline
Solicitation	3 months	March to May 2025
Design, development, and testing	4 months	June to September 2025
Manufacturing	4 months	August to November 2025
Installation	2 months	October to December 2025

FTEs

To support the implementation of taller gates, expansion of taller gates across the Metro Rail system, and the gating evaluation, there is a need to add three FTEs:

- One (1) **Supervising Engineer** to manage and supervise staff on all faregate projects, prepare scopes of work, schedules and budgets, review complex schematic diagrams, oversee field work and inspections, and lead fare collection studies and evaluations for rail and bus systems.
- One (1) **Senior Engineer** to support the Supervising Engineer with reviewing engineering drawings, tracking scopes of work, schedules and budgets, preparing complex faregate designs layouts, conducting site visits and collaborating with construction crews.
- One (1) **Principal Software Engineer** to oversee and provide direction on faregate communication systems architecture design, faregate software integration, networking, PCI (payment card industry) compliance and security including firewall configuration, and third-party software assessments.

These positions will assist with the third-party integration of gates at new Metro Rail stations for rail line extensions. They will also support future projects such as East San Fernando Valley Light Rail

Transit Project, G Line Improvements Project, Sepulveda Transit Corridor Project, East Side Transit Corridor Phase 2, Vermont Bus Rapid Transit (BRT), North Hollywood to Pasadena BRT. Additionally, these roles will help transition these projects from construction to operations and maintenance.

The addition of three FTEs is crucial in ensuring the TAP Department can effectively collaborate with internal stakeholders in continued efforts and strategies to strengthen the fare barrier. This includes integrating and installing taller faregates at 20 Metro Rail stations, strategic fare barrier realignment, integration with third-party security systems such as weapons detection, supporting ongoing operation, and managing other gate-related projects such as TAP-to-Exit. TAP staff are also focused on the modernization of the TAP System to accept contactless debit and credit cards and preparing for an account-based system for Metro and 27 municipal operators, while supporting programs such as LIFE, GoPass, U-Pass, Mobility Wallet, and integrated event ticketing. As programs and projects grow, the existing staff cannot be reallocated to support new initiatives.

DETERMINATION OF SAFETY IMPACT

This initiative supports Metro's safety-related strategies by ensuring that the Metro system is solely used for its intended purpose of transportation, making station improvements to create safer environments, and enhancing Metro's current ability to detect and remove weapons from the system.

FINANCIAL IMPACT

Funding required for this project in the amount of \$15.3 million will be included in the FY26 Adopted Budget under Cost Center 3020. This could be a multi-year effort, and the Cost Center Manager and Project Manager will be responsible for budgeting costs, if needed in future fiscal years.

Impact to Budget

The funding source is Proposition C 40%. These funds are eligible for Metro and regional bus and rail operations and capital improvements.

EQUITY PLATFORM

As the agency implements new technology and equipment upgrades, such as taller faregates, to enhance safety, protect Metro riders and employees, and improve the overall rider experience, it is important to assess how these efforts impact Black, Indigenous, and other People of Color (BIPOC) and marginalized groups who rely on the Metro Rail system. For instance, the current faregates are most misused in stations located in communities where people heavily rely on transit, disproportionately affecting those Metro customers. Taller faregates are expected to improve safety and enhance security, ensuring customers at stations like Westlake MacArthur Park, Hollywood/Western, or Wilshire/Vermont experience the same secure and welcoming environment as those at other stations throughout the system.

Staff will engage Metro advisory groups to provide education on the implementation plans, gather feedback and concerns, and ensure a transparent road map outlining the gates' capabilities, installation timeline, and location deployment strategies. Staff is prepared to initiate outreach efforts,

such as distributing multilingual materials at selected stations, posting on social media, representing Metro at public events, and partnering with community organizations to inform riders about the changes.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

This item supports Metro's systemwide strategy to reduce VMT through planning and equipment purchase activities of taller faregates that will improve and further encourage transit ridership, ridesharing, and active transportation by improving passenger safety and security. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports:

- Strategic Plan Goal #2.1: Deliver outstanding trip experiences for all users of the transportation system; Metro is committed to improving security;
- Strategic Plan Goal #5.6: Provide responsive, accountable, and trustworthy governance within the Metro organization; Metro will foster and maintain a strong safety culture.

ALTERNATIVES CONSIDERED

The Board could opt not to expand or implement Phase 2 of this faregate retrofit. However, this is not recommended because the current faregates have a legacy design where fare evaders can easily enter the Metro Rail system. The current gates have not been effective at addressing security concerns. The taller gates have demonstrated to be more effective at improving safety and deterring fare evasion at other transit agencies.

NEXT STEPS

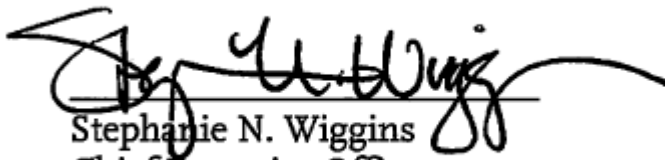
Following Board approval, staff will initiate a competitive procurement process to select a faregate vendor for the implementation of the Phase 2 retrofit at existing gated stations. Staff will perform site visits to the Phase 2 stations to assess station entrances, update station drawings, and confirm station readiness for faregate retrofit.

ATTACHMENTS

Attachment A - Data on Fare Evasion and Faregate Installation Schedule

Prepared by: David Sutton, Senior Executive Officer, Finance, TAP (213) 922-5633
Tisha Bruce, Executive Officer, Finance, TAP (213) 922-7621

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Stephanie N. Wiggins
Chief Executive Officer

Fare Evasion between June 01 to September 30, 2024

No.	Station	Unpaid Entries¹	Paid Entries	Total Entries	% Fare Evasion	Tentative Installation Date
Phase 1						
1	Lake	18,788	53,961	72,749	26%	March 2025
2	Firestone	103,044	37,585	140,629	73%	March 2025
3	Vermont/Santa Monica	126,150	138,850	265,000	48%	April - June 2025
4	Hollywood/Western	157,059	161,452	318,511	49%	April - June 2025
5	Wilshire/Vermont	253,772	250,247	504,019	50%	April - June 2025
6	North Hollywood	103,278	1,187,343	1,290,621	8%	July 2025
7	7th St/Metro Center	240,720	1,000,924	1,241,644	19%	July 2025
8	Pershing Square	219,687	240,783	460,470	48%	July 2025
9	Westlake/MacArthur Park	292,970	276,852	569,822	51%	July 2025
10	Willowbrook/Rosa Parks	236,273	215,302	451,575	52%	July 2025
Phase 2						
1	Mariachi Plaza	6,766	53,962	60,728	11%	October 2025
2	Slauson	73,241	23,242	96,483	76%	October 2025
3	Avalon	98,146	31,332	129,478	76%	October 2025
4	Harbor Freeway	116,753	53,963	170,716	68%	October 2025
5	Long Beach Blvd	73,614	38,522	112,136	66%	October 2025
6	Compton	76,856	50,496	127,352	60%	November 2025

ATTACHMENT A

No.	Station	Unpaid Entries¹	Paid Entries	Total Entries	% Fare Evasion	Tentative Installation Date
7	Del Amo	73,893	51,816	125,709	59%	November 2025
8	Vermont/Athens	40,986	30,445	71,431	57%	November 2025
9	Civic Center	101,658	129,152	230,810	44%	December 2025
10	Expo/La Brea	39,637	57,080	96,717	41%	December 2025
11	Aviation/LAX	95,072	93,243	188,315	50%	December 2025

¹ "Unpaid entries" is the sum of emergency swing gate openings and forced entries on the ADA gate

Faregate Retrofit (Phase 2)

Upgrade Existing Gated Stations With Taller Gates

Operations, Safety, and Customer Experience Committee

February 20, 2025



Metro

File ID 2024-1126

Recommendation

- A. ESTABLISH a Life-of-Project (LOP) budget for an amount not-to-exceed \$15.3 million for the implementation of taller faregates at 11 additional stations to provide safety, security, and enhance access control;
- B. AMEND the FY25 budget to add three (3) Non-Contract Full-Time Equivalent (FTE) positions to manage the gating analyses and implementation of taller gates across the 11 additional stations and expansion of taller gates across the Metro Rail system and new stations from new rail lines and transition into operations and maintenance;
- C. AUTHORIZE the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements, contracts, and contract modifications associated with the increased LOP budget.

Context

- The Board approved **Motion 34.1 in April 2024** directed staff to research faregate hardening at heavy and light rail stations.
- Research suggests taller faregates may improve feelings of safety and security.
- BART completed 18 stations and are installing these faregates at 15 more stations.
- WMATA have installed taller faregates at all 98 stations, and WMATA has reported an 82% reduction in fare evasion.

- **Original Pilot Plan (from July 2024 Motion Response):** Install taller faregates at LAX/Metro Transit Center Station and two other locations.
- **Updated Pilot Plan:** Retrofit ten existing gated stations included in Phase 1. These stations were selected based on collaboration between TAP, SSLE, and Station Experience, with LA Police Department and LA Sheriff's Department.



Background: Phase 1 - S-Traffic Faregates

Installations expected to start

March 2025

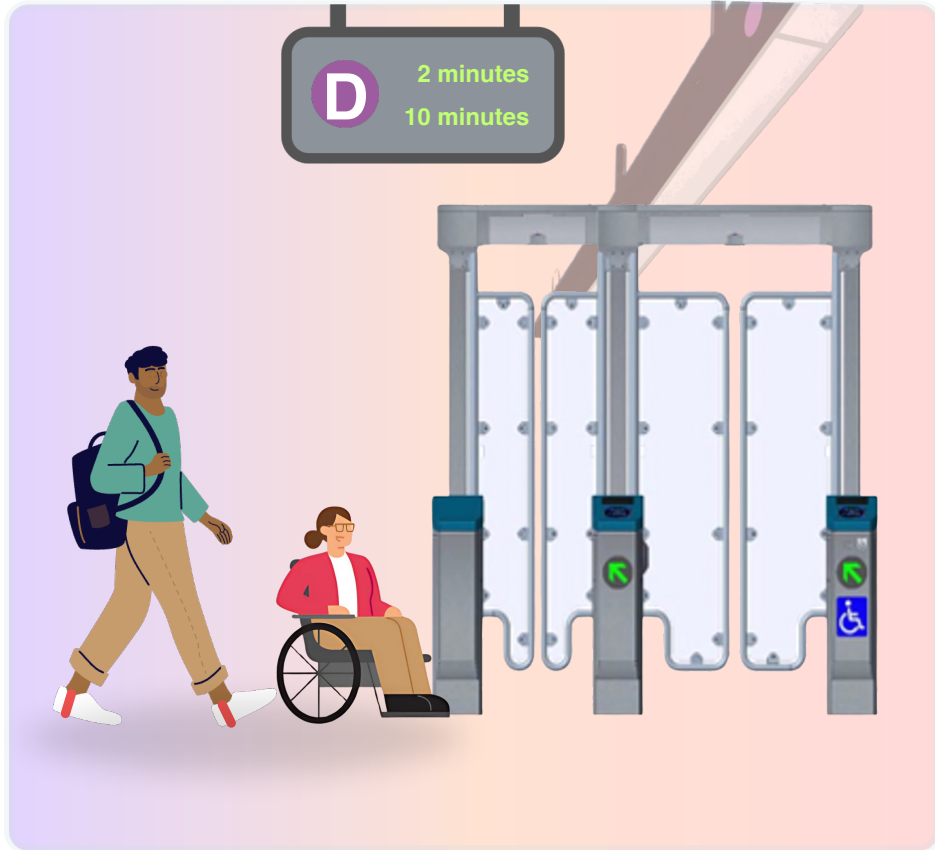


Existing Stations for S-Traffic Faregates

- Lake
- Firestone
- Pershing Square
- 7th Street/Metro Center
- Westlake MacArthur Park
- Wilshire/Vermont
- Vermont/Santa Monica
- Hollywood/Western
- North Hollywood
- Willowbrook/Rosa Parks



Improve Safety with Taller Faregates



Precise motion sensors

- Improves safety and prevents “tailgating” fare evasion
- Includes AI camera for accurate detection
- More sensors than on current gates for more accurate reporting

Electromechanical locks

- Difficult to force through
- Will be integrated to allow quick unlocking for special events or in emergencies

ADA-compliant

- Sensor technology to ensure “equitable accessibility” for customers using wheelchairs
- Paddle-style doors improve accessibility for customers with bicycles, luggage, or other bulky items

Advanced security solutions via APIs*

- Real-time assistance: Instant reporting allowing staff to provide on-the-spot customer support at faregates
- Can potentially integrate with third-party security solutions

* API = **Application Programming Interface** allowing communication and integration with third-party services

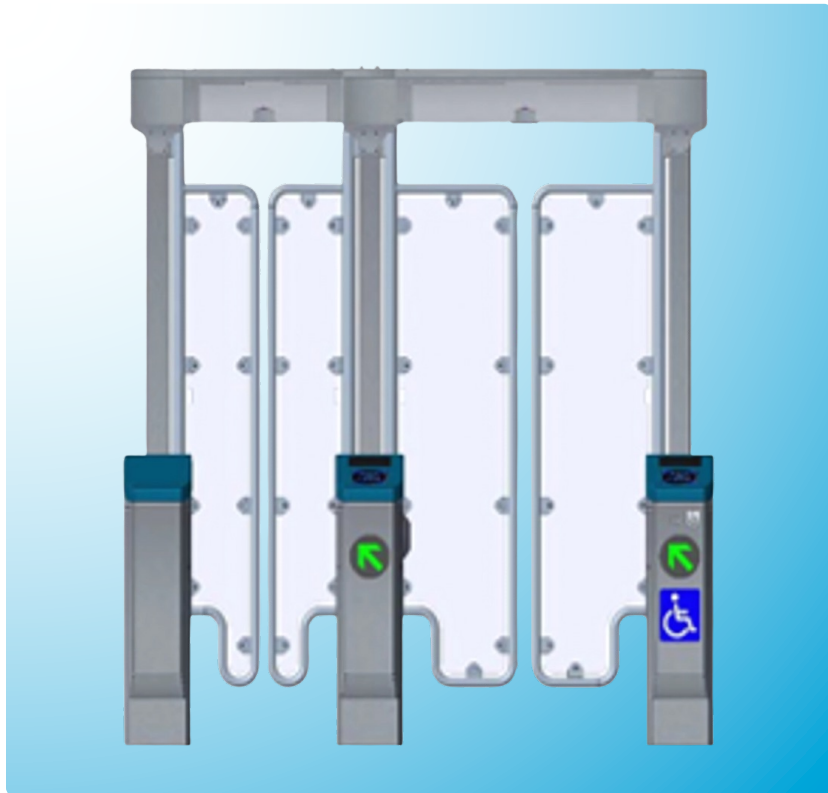
Emergency Swing Gate Hardening

- Emergency swing gates (ESG) at **Westlake/MacArthur Park Station** raised to six feet with added perforated metal panels.
- The enhancement is meant to deter reaching the panic bar for unauthorized access.
- Phase 2 Retrofit: Requirement includes height modifications to the ESG to prevent reach-arounds.
- The picket fence across the entire fare barrier will also be raised to six feet for uniformity and deter jumping over.



Discussion: Phase 2 – RFP for Taller Faregates

Phase 2 to tentatively begin as early as *October 2025*



Stations for Phase 2 Retrofit

- Aviation/LAX
- Vermont/Athens
- Del Amo
- Civic Center
- Compton
- Harbor Freeway
- Mariachi Plaza
- Slauson
- Expo/LaBrea
- Avalon
- Long Beach Blvd



Phase 2 Cost Estimate

\$15.3 million

Next Steps

- Following Board approval, staff will initiate a competitive procurement process to select a faregate vendor for the implementation of the Phase 2 retrofit at existing gated stations.
- Phase 2 installation is scheduled to begin in October 2025, with a targeted completion as early as December 2025.
- Staff will provide updates and report progress periodically.

<u>Activity</u>	<u>Duration</u>	<u>Timeline</u>
Solicitation	3 months	March to May 2025
Design, development, and testing	4 months	June to September 2025
Manufacturing	4 months	August to November 2025
Installation	2 months	October to December 2025



Board Report

File #: 2025-0038, **File Type:** Motion / Motion Response

Agenda Number: 37.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
FEBRUARY 20, 2025**

SUBJECT: OPEN ACCESS LEASABLE FIBER

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the report on the feasibility of providing open-access leasable fiber along the A Line South public right-of-way that could be accessed by City and County agencies.

ISSUE

At its July 2024 meeting, the Board directed staff to report on the feasibility of open-access leasable fiber. The findings are that it is not feasible.

BACKGROUND

In the July 2024 Board Report, staff submitted a request to establish a Life of Project budget of \$65,350,000 to implement the Communication Transmission System (CTS) upgrade, including installing a new fiber backbone on the Metro A, B, and D lines. The Board approved the request, as amended by Directors Dupont-Walker, Mitchell, and Butts, to report back on the feasibility of identifying areas along the public right-of-way where open access leasable fiber could be accessed by City and County agencies.

DISCUSSION

Staff conducted a feasibility study on installing an additional fiber optic cable with 432 strands available along the 22-mile A Line South alignment for lease and usage by the City and County agencies, which could be accessed near the Communications Equipment Rooms at the A Line South stations. This cable would be installed in existing underground conduits and manholes, which are also used for Metro's internal fiber optic cables. After reviewing the as-built drawings and conducting field surveys, the team found significant issues with providing leasable fiber as outlined below:

Financial and Resource Implications

Metro staff would be required to take on additional responsibilities and costs to maintain and repair the leasable fibers, conduits, inner ducts, as well as cable termination points. Given the department's current and projected workload, staff does not have the capacity to absorb additional responsibilities.

The potential maintenance responsibilities would require additional staff and vehicles to perform the necessary routine maintenance and to respond to any failures based on the agreed service level. These additional demands could disrupt Metro's ability to focus on its core priorities.

Cybersecurity Risks

Introducing leasable fiber cables into the same infrastructure as Metro's internal fibers (shared conduits and manholes) could create cybersecurity risks. Fiber optic tapping through the splices is possible due to utilizing the same splice trays, which creates a vulnerability, making Metro's internal communication systems susceptible to breaches.

In order to protect Metro systems against cybersecurity risks, the leasable fiber would need to be completely separate from Metro's fiber cables and conduits. This design and construction would allow the use of Metro's right of way but would not allow leasable fiber cable into the same infrastructure as Metro's fiber as the leasable fiber cable would be in a separate physical infrastructure, including conduits, manholes, and splice trays. In addition, any monitoring system to report on the condition of the leasable fiber would need to be a separate system monitored by a dedicated maintenance team.

Capital Project Risks

The addition of this work would likely delay the main CTS upgrade project schedule, which could also affect the timelines of major rail projects that need connectivity to the Rail Operations Control (ROC) Center, such as East San Fernando Valley (ESFV), Purple Line Extension (PLE)-1, PLE-2, PLE-3, Foothill 2B, and Metro Center Project (MCP).

Due to the concerns outlined above, open-access leasable fiber is not feasible and is not recommended.

EQUITY PLATFORM

The A Line South serves areas with a high concentration of Equity Focus Communities (EFC), including Watts, Willowbrook, Compton, Long Beach, Florance-Graham, and Downtown LA. Expanding broadband access is crucial for promoting digital equity, as it enables full participation in education, employment, healthcare, and other essential services. Despite our determination that access to leasable fiber is not feasible, in Los Angeles County, City and County initiatives are underway to facilitate reliable broadband service in EFCs where low-income households lack internet access.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

This item could have the potential to impact existing transit services and, therefore, could result in increased VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Metro A, B, and D Lines Communication Transmission System Upgrade Project supports the following Metro Strategic Plan Goals:

Goal # 1 Provide high-quality mobility options that enable people to spend less time traveling.

Goal # 3 Enhance communities and lives through mobility and access to opportunity.

NEXT STEPS

Staff will continue progressing with the contract solicitation process for the main CTS fiber optic cable upgrade project. Metro recommends that municipalities partner with fiber infrastructure firms to collaborate with other government entities to provide fiber optic cable access.

ATTACHMENTS

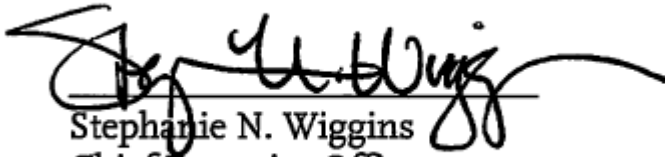
Attachment A - Motion #36

Prepared by:

Kelvin Zan, Executive Officer, Projects Engineering, (213) 617-6264
Errol Taylor, Deputy Chief Operations Officer, Infrastructure Maintenance and Engineering, (203) 922-3227

Reviewed by:

Conan Cheung, Chief Operations Officer, (213) 418-3034


Stephanie N. Wiggins
Chief Executive Officer



Board Report

File #: 2024-0375, File Type: Budget

Agenda Number: 36.

REVISED
OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JULY 18, 2024

SUBJECT: APPROVE LIFE-OF-PROJECT BUDGET FOR METRO A, B, D, LINES COMMUNICATION TRANSMISSION SYSTEM UPGRADE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ESTABLISH a Life of Project (LOP) Budget of \$65,350,000 for the Metro A, B, and D Lines Communication Transmission System Upgrade Project 205692.

DUPONT-WALKER, MITCHELL, AND BUTTS AMENDMENT: WE THEREFORE MOVE to amend Item 36 directing the Metro CEO to:

- A. Report back by October 2024 on the feasibility of identifying areas along the public right-of-way where open access leasable fiber could be accessed at Metro’s Communications Equipment Rooms by City and County agencies.
- B. If feasible, include in the report back a map showing areas along the public right-of-way where open access leasable fiber could be accessed at Metro’s Communications Equipment Rooms.

ISSUE

The Metro railway Communication Transmission System (CTS) uses a fiber optic network to transmit real-time data essential for the operation of Metro’s railway systems and applications. However, the current fiber optic network’s capacity to send data from the A, B, and D Lines to the Rail Operations Control (ROC) Center is limited and cannot support the additional bandwidth required for existing system upgrades and future rail expansion projects.

BACKGROUND

The existing CTS fiber optic network on the A, B, and D Lines is an original legacy system installed during the construction of the rail lines, which occurred as early as 1990. This network consists of older 48-strand fiber cables, which are crucial for a wide range of railway systems and applications. These fiber cables connect and transmit real-time data to the ROC for signaling and train control, train movements, traction power substation systems, passenger information systems, CCTV and

security systems, emergency communications, and public service announcements.

DISCUSSION

In May 2023, the Board approved annual funding of \$600,000 as part of the FY24 budget for upgrading the communication transmission system for the B and D Lines. At the time of budget adoption, the plan was to return to the Board for the LOP approval. The annual funds were needed to survey the project work and develop design and construction specifications. As a result, it was determined that the project scope should be expanded to include the A Line South (7th/Metro to Long Beach). An engineering cost estimate was then prepared, resulting in a \$65,350,000 Life of Project budget based on the necessary scope of work. The expenditure plan for the project is shown in Attachment A.

The project scope involves constructing a new backbone CTS fiber optic cable network to replace the existing legacy network. This includes installing new single-mode 288-strand fiber optic cables, patch panel equipment, connectors, network switches, and racks. The work will be completed in three phases. Phase 1 involves installation of fiber optic cable equipment for the A Line South to be completed between 7th/Metro and the ROC. Phase 2 involves installation of fiber optic cables and related equipment for the A Line South to be completed between the ROC and the Long Beach Loop. Phase 3 involves installation of fiber optic cable equipment for the B and D Lines to be completed between 7th/Metro, Union Station Gateway (USG), and the Metro Center (MC). Each phase is planned to be completed in approximately 12 months.

Upgrading the CTS fiber optic network is part of the Capital Improvement Program (CIP) to renew and enhance transit infrastructure assets. This investment will not only maintain the safety and efficiency of rail operations, but it will support the growth in rail services including aligning with the Metro's commitment to improving transit infrastructure.

This project supports our State of Good Repair work by providing additional network capacity to allow for the replacement of items such as CCTV cameras and Video Management System (VMS), Emergency Management Panels (EMPs), fire control panels, light rail tunnel lighting, Emergency Trip System (ETS), and addition of monitoring systems for predictive maintenance. Vandalism has also resulted in destruction of fiber.

This project further supports our expansion projects by providing high-capacity fiber network connectivity between the Rail Operation Control Center (ROC) and new rail projects (Foothill Phase2B, PLE1, PLE2, PLE3 and ESFV).

DETERMINATION OF SAFETY IMPACT

The CTS fiber optic network is central to various aspects of Metro rail operations. Upgrading to a modern 288-strand fiber optic network will ensure the efficient transmission of real-time data critical for signaling, train control, security systems, communications, and other operational needs. Customer experience and public safety will also be enhanced by expanding the CTS capacity which will allow for the addition of new equipment/systems such as Call Point Security Blue Light Boxes, Track and Tunnel Intrusion Detection System, cameras in B and D Line elevators, enhanced intrusion

detection systems for the underground stations ancillary areas, remote monitoring system for elevators and escalators and real-time security systems under consideration.

FINANCIAL IMPACT

This action will establish a \$65,350,000 LOP budget for capital project 205692 - A, B, D Lines Communication Transmission System Upgrade. Annual funding required for this project is included in the FY25 budget.

Impact to Budget

The current source of funds for this action is Measure M 2% State of Good Repair. This funding is eligible for rail capital state of good repair projects only. Allocation of these funds to this effort maximizes their intended use given approved funding guidelines and provisions.

EQUITY PLATFORM

The equity benefits of this action include improving transit infrastructure and enhancing the safety of Metro riders, including assets along transit lines that provide service in and for Equity Focus Communities (EFCs) as well as low-income riders, who are the primary users of our system. Metro is committed to maintaining transit assets in marginalized communities, ensuring reliable and equitable transportation options for Metro riders.

Transit lines served by these improvements are located in communities with a high concentration of EFCs, including Long Beach, Compton, Watts, Florance-Graham, Downtown L.A., Westlake, Koreatown, Chinatown, Boyle Heights, Hollywood, East Hollywood, and North Hollywood. These transit lines also serve as connections for transfer to Metro and other bus service. Upgrading the fiber optic cable data capacity allows for the continuity of rail services through EFCs. Increasing the data transmission capability to the ROC allows for enhanced performance of high-definition CCTV and security systems, reliable station emergency communications assistance, and passenger information announcements that benefit low-income riders.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goals:

Goal # 1 Provide high-quality mobility options that enable people to spend less time traveling.

Goal # 3 Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may choose not to authorize the LOP budget for project 205692. However, this is not recommended because it is essential to increase the capacity and reliability of the CTS fiber optic network.

NEXT STEPS

Operations - Infrastructure Maintenance and Engineering will proceed with the project scope of work, contract solicitation, contract award, and project delivery.

ATTACHMENTS

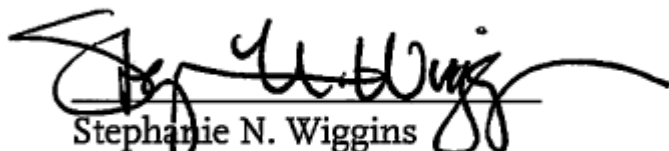
Attachment A - Project 205692 Expenditure Plan

Prepared by:

Geyner Paz, Chief Administrative Analyst, (213) 922-3744
Kelvin Zan, Executive Officer, Projects Engineering, (213) 617-6264
Errol Taylor, Deputy Chief Operations Officer, Infrastructure Maintenance and Engineering, (213) 922-3227

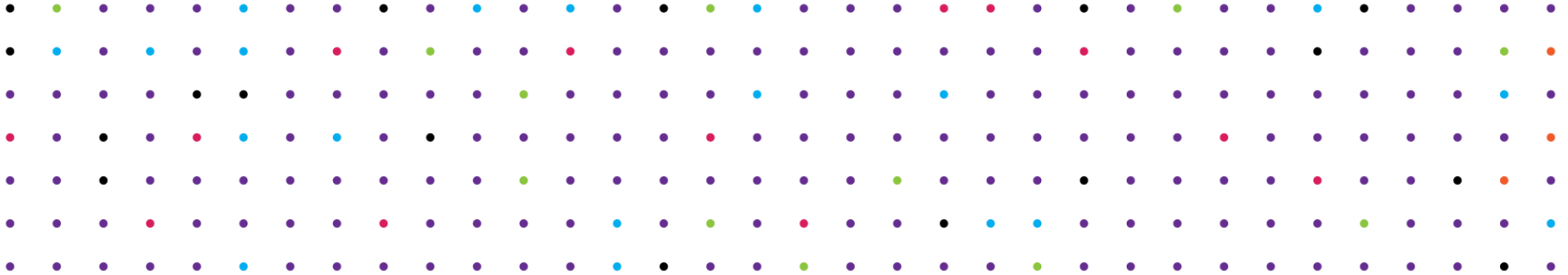
Reviewed by:

Conan Cheung, Chief Operations Officer, (213) 418-3034

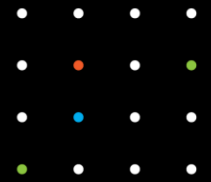


Stephanie N. Wiggins
Chief Executive Officer

RESPONSE TO MOTION 36 OPEN ACCESS LEASABLE FIBER



RECOMMENDATION & ISSUE



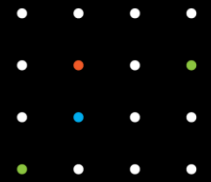
RECOMMENDATION

RECEIVE AND FILE the report back on the feasibility of providing open access leasable fiber along the A Line South public right-of-way that could be accessed by City and County agencies.

ISSUE

At its July 2024 meeting, the Board directed staff to report back on the feasibility of open access leasable fiber. The findings are that open access leasable fiber is not feasible.

DISCUSSION



Staff conducted a feasibility study on installing an additional fiber optic cable with 432 strands available along the 22-mile, A Line South alignment for lease and usage by the City, as well as County agencies, which could be accessed near the Communications Equipment Rooms at the A Line South stations. This cable would be installed in existing underground conduits and manholes, which are also used for Metro's internal fiber optic cables. After reviewing the as-built drawings and conducting field surveys, the team found the following significant issues with providing leasable fiber:

- Financial and resource issues
 - Additional staff and vehicles
- Cybersecurity risks
 - Fiber-optic cable tapping
- Capital project risks
 - Most likely delay the main CTS Upgrade project schedule